

**PUBLIC NOTICE OF AVAILABILITY
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION (MND)
CITY OF HOLLISTER, CA 95023**

The City of Hollister hereby gives notice that pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the City of Hollister has prepared and completed a Mitigated Negative Declaration for the proposed West Gateway Streetscape Beautification Project.

File Number: San Juan Road (West Fourth Street) Streetscape Improvements

Project Description: The proposed project is a streetscape plan for the 'West Gateway' entrance to the City of Hollister on San Juan Road (West Fourth Street) in order to develop a coordinated plan for sidewalks, landscaping, lighting, street furniture, and access to undeveloped properties. The City of Hollister is proposing to use the plan as a framework to guide new development and to solicit grant funds to complete the improvements. Proposed improvements include the replacement of the dual left-turn lane with a landscaped median, replacement of the traffic signal at the intersection of Graf Road and San Juan Road with a round-about, striping a Class II bike lane, addition of bulb-outs at intersections to reduce the length of crossings, addition of on street parking between bulb-outs, new landscaping on the road shoulders between Graf Road and the San Juan Bridge and renaming the road segment from San Juan Road to West Fourth Street.

Location: West Fourth Street (San Juan Road) between the San Juan Road Bridge over the San Benito River and Westside Boulevard. The General Plan designation for the road corridor is West Gateway Mixed Use with a residential density range of 20 to 35 units per acre

California State Law requires environmental review for all pending projects that require a public hearing. Environmental review examines the nature and extent of any potentially significant adverse effects on the environment that could occur if a project is approved and implemented. The Development Services Director would require an Environmental Impact Report if the review concluded that the proposed project could have a significant unavoidable effect on the environment. The California Environmental Quality Act (CEQA) requires this notice to disclose whether any listed toxic sites are present. The project location does not contain a listed toxic site.

Based on the Initial Study, the Director has concluded that the project described above will not have a significant effect on the environment. We have posted the Notice of Availability in the project area and published a notice in the *Pinnacle Newspaper* to inform the public of the Director's intent to adopt a Mitigated Negative Declaration (MND) for the proposed project and to provide an opportunity for public comment on the draft Mitigated Negative Declaration. **The public review period for this draft Mitigated Negative Declaration begins on March 23, 2012 and ends April 12, 2012.**

The draft Mitigated Negative Declaration, Initial Study and reference documents are available for review from 8:00 – 5:00p.m. Monday through Thursday at the Development Services Department, 420 Hill Street, Bldg. A, Hollister, CA 95023, the San Benito County Library and City Hall, 375 Fifth Street. The IS and proposed MND are also available for public review online at <http://hollister.ca.gov> Adoption of a Mitigated Negative Declaration does not constitute approval of the proposed project. The decision to approve or deny the project described above will be made separately as required by City Ordinance. For additional information, please call Mary M. Paxton at (831) 636-4316.

Circulated: March 20, 2012

Published: March 23, 2012

City of Hollister

Mitigated Negative Declaration

Date: March 20, 2012


X Proposed

1. **Project Title:** San Juan Road (West Fourth Street) Streetscape Improvements
2. **Lead Agency:** City of Hollister Development Services; 375 Fifth Street, Hollister, CA 95023
3. **Contact Person:** Mary M. Paxton
4. **Project Location:** San Juan Road (West Fourth Street) between Westside Boulevard and the San Juan Road Bridge
5. **Project Sponsor's Name and Address:** City of Hollister
375 Fifth Street, Hollister, Ca 95023

6. Project Description: The proposed project is a streetscape plan for the 'West Gateway' entrance to the City of Hollister on San Juan Road (West Fourth Street) in order to develop a coordinated plan for sidewalks, landscaping, lighting, street furniture, and access to undeveloped properties. The City of Hollister is proposing to use the plan as a framework to guide new development and to solicit grant funds to complete the improvements. Proposed improvements include the replacement of the dual left-turn lane with a landscaped median, replacement of the traffic signal at the intersection of Graf Road and San Juan Road with a roundabout, striping a Class II bike lane, addition of bulb-outs at intersections to reduce the length of crossings, addition of on street parking between bulb-outs, new landscaping on the road shoulders between Graf Road and the San Juan Bridge and renaming the road segment from San Juan Road to West Fourth Street.

Finding: I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A Mitigated Negative Declaration has been prepared.

Initial Study: An Initial Study of this project was undertaken and prepared in accordance with Article V of the City's local environmental guidelines for the purpose of ascertaining whether this project might have a significant effect on the environment. A copy of such document is attached hereto and by reference incorporated herein. Such initial study documents reasons to support the above finding.



Mary M. Paxton, City of Hollister Development Services

MITIGATION MEASURES

B-1 Western Pond Turtle:

- a. A qualified biologist will conduct a pre-construction survey for western pond turtle less than 14 days prior to initiation of construction activities west of Graf Road. Any western pond turtle observed will be moved by a qualified biologist to a suitable location outside of the construction area.
- b. A "Species Sensitivity Training" program will be established for western pond turtle. This program will be designed to educate construction personnel about the mitigation measures required for the execution of the project. All construction personnel will attend the sensitivity training that will provide instruction on western pond turtle identification, status and detailed protocol of the actions that should be taken in the event that western pond turtle is encountered onsite during construction activities.
- c. On the south side of San Juan Road (West Fourth Street) within 100 feet of the City of Hollister percolation pond and the San Benito River, exclusionary fencing shall be established to prevent western pond turtle from entering construction areas. The fencing shall be marked by high visibility signs indicating that human activity is prohibited within the area.

B-2 Burrowing owl:

- a. A qualified biologist shall construct a pre-construction survey less than 30 days prior to construction within the project site west of Graf Road in accordance with the California Department of Fish and Game burrowing owl survey protocol (CDFG, 1995). If no burrowing owls or signs of their presence are detected in the vicinity of the project site during the pre-construction survey, a letter report documenting survey methods and findings shall be submitted to the City of Hollister Redevelopment Agency and CDFG, and no further mitigation is required.
- b. If unoccupied burrows are detected during the non-breeding season, (September through January 31), the contractor may collapse the unoccupied burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows.
- c. If occupied burrowing owl burrows are detected, impacts on burrows shall be avoided by providing a buffer of 160 feet during the non-breeding seasons September 1 through January 31) or 250 feet during the breeding season (February 1, through August 31). The size of the buffer area may be adjusted if a qualified biologist or the CDFG determine the burrowing owl would not likely be affected by the Proposed Project. Project activities shall not commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained per pair until the breeding season is finished.
- d. If impacts to occupied burrows are unavoidable, onsite passive relocation techniques approved by the CDFG shall be used to encourage burrowing owls to move to alternative burrows outside of the project site. No occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow the guidelines provide in the California Burrowing Owl Survey Protocol and Mitigation Guidelines (Burrowing Owl Consortium, 1995). The mitigation for foraging habitat for relocated pairs ranges from 7.5 to 19.5 acres per pair.

B-3 California Red legged frog:

- a. A qualified biologist shall conduct a pre-construction survey within 14 days prior to initiation of construction activities for landscaping the right-of-way between Graf Road and the San Juan Road Bridge. The USFWS will be notified should CRLF be observed within the project site.
- b. A "Species Sensitivity Training" program will be established for CRLF prior to commencement of construction activities. This program will be designed to educate construction personnel about the mitigation measures required for the execution of the project. All construction personnel will attend the sensitivity training that will provide instruction on CRLF identification, status and detailed protocol of the actions that should be taken in the event that a CRLF is encountered onsite during construction activities.
- c. The staging equipment/areas shall be located east of Graf Road.
- d. A qualified biologist shall be present during grading activities for the two areas proposed for re-vegetation between Graf Road and the San Juan Road Bridge.
- e. On the south side of San Juan Road (West Fourth Street) within 100 feet of the City of Hollister percolation pond and the San Benito River, exclusionary fencing shall be established to prevent western pond turtle from entering construction areas. The fencing shall be marked by high visibility signs indicating that human activity is prohibited within the area.

B-4 San Joaquin whipsnake:

- a. If construction activities for the landscape re-vegetation in the right-of-way between Graf Road and the San Juan Road Bridge are to occur between March to October, then a qualified biologist shall conduct pre-construction San Joaquin whipsnake surveys for active dens (within mammal burrows) before any construction activities occur in or adjacent to suitable den habitat. The surveys shall be conducted within 14 days prior to initiation of construction activities. Should San Joaquin whipsnake be observed within the project site, the biologist shall note the location on a map and resurvey the site prior to commencement of construction activities to ensure the snake vacated the area. Should the San Joaquin whipsnake still be present, a fifty (50) foot buffer around the location shall be established and construction activities shall be prohibited within the buffer zone until the snake has vacated the project site.
- b. Prior to removal of stockpiles within the proposed project site, a "Species Sensitivity Training" program will be established for the San Joaquin whipsnake. This program will be designed to educate construction personnel about the mitigation measures required for the execution of the project. All construction personnel will attend the sensitivity training that will provide instruction on whipsnake identification, status and detailed protocol of the actions that should be taken in the event that a whipsnake is encountered onsite during construction.

B-5 Western mastiff or pallid bat:

- a. No more than 14 days prior to construction activities within 100 feet of the San Juan Road Bridge, a qualified wildlife biologist shall conduct pre-construction surveys for special-status western mastiff bat and pallid bat. If no active roosts or evidence of western mastiff or pallid bat presence are detected during these surveys, no additional mitigation is required.
- b. Mitigation Measures B-3.c. requires the staging/equipment area to be located east of Graf Road at a distance of at least x feet from the bridge which will avoid impacts to active roosts if the western mastiff or pallid bat species are detected beneath the bridge during the pre-construction survey. Should western mastiff or pallid bat species or their active roosts be detected beneath the bridge during the pre-construction survey, the staging area should be Construction activities shall be completed in a short timeframe within 100 feet of

the bridge. A qualified biologist shall be present while construction activities are occurring.

B-6 Perching birds, Raptors:

- a. Removal of the pepper trees on the south side of San Juan Road north of Bridge Road should be scheduled to occur between August 1 to February 1 which is outside the bird-breeding season. If this is not avoidable, then a biologist shall be hired to conduct a pre-construction survey no more than thirty (30) days before tree removal to survey the trees for nesting birds including common nesting raptors (e.g. re-tailed hawk) and migratory birds. If nesting birds protected by state or federal laws are observed within three hundred feet of the project area, the biologist shall recommend an appropriate buffer area around where no construction will take place until the biologist determines the birds have fledged.

V-1 As a condition of project approval, the following notes shall be placed on the improvement plans for construction activities: "During construction activities, if any human remains, paleontological resources (i.e., fossils) or prehistoric or historic artifacts, or other indications of archaeological resources are found, all work in the immediate vicinity must stop and the City of Hollister Engineering Department shall be immediately notified. The following procedures shall be followed depending on the type of cultural resource and any identified cultural resource shall be recorded on the DPR 523 historic resource recordation forms (http://ohp.parks.ca.gov/default.asp?page_id=1069).

- a. **Human Remains:** the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, and the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) shall be followed.
- b. **Paleontological Resources:** A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the applicant shall consider the mitigation recommendations of the qualified paleontologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and the applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation or other appropriate measures.
- c. **Archeological Resources:** An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered cultural resources. The City and the applicant shall consider the mitigation recommendations of the qualified archaeologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery or other appropriate measures.

N-1 Construction activities that require use of earthmoving equipment, jack hammers and other similar equipment shall be limited to the hours of 7:00 a.m. to 7:00 p.m.

Initial Study

1. **Project Title:** West Fourth (San Juan Road) Street Streetscape Improvements
2. **Lead Agency:** City of Hollister, 375 Fifth Street, Hollister, California 95023 Contact: Mary M. Paxton (9831) 636-4360 or mary.paxton@hollister.ca.gov
3. **Responsible Agency:**
 - San Benito County Council of Governments
4. **Preparers of the IS:** City of Hollister, 375 Fifth Street, Hollister, California 95023 Contact: Mary M. Paxton
5. **Project Location:** The proposed project is substantially located within the existing right-of-way of San Juan Road (West Fourth Street) at the west entrance to the City of Hollister between Westside Boulevard and the San Juan Road Bridge (See Figures 1 & 2).
6. **General Plan Designations [1]**

West Gateway	Low Density Residential	Public
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7. **Zoning Districts [3]**

West Gateway (WG)	Low Density Residential (R1)	
Public Facilities/Institution (PF/I)		
8. **Environmental Setting:** The project site, San Juan Road (West Fourth Street), consists of a road that serves as the primary west entrance to Hollister. Most sections of San Juan Road (West Fourth Street) have an 84 foot right-way that is presently developed with two lanes with a dual left turn lane and wide paved shoulders between Graf Road and Westside Boulevard. The right-of-way expands to roughly 125 to 175 feet between Graf Road and the San Juan Road Bridge over the San Benito River. North of San Juan Road the right-of-way includes a 40 to 60 foot wide embankment that slopes down to a parallel local street - Bridge Road. A 20 to 30 foot shoulder is located on the south side of the road parallel to City of Hollister percolation ponds. A vegetative buffer was planted by a service club in 1992 along the edge of the shoulder to screen the percolation ponds. The shoulder is used occasionally for unauthorized truck parking. On street parking is presently prohibited between Graf Road and Westside Boulevard.

With the exception of Westside Boulevard, all other intersections in the project area are T intersections including Graf Road, Miller Road and Felice Drive intersect San Juan Road from the north. Rajkovich Drive intersects San Juan Road to the south. Three intersections with San Juan Road are signalized within the corridor of the project site – San Juan Road/Graf Road, San Juan Road/Miller Avenue/Live Oak (private drive) and San Juan Road/Westside Boulevard.

Table 1 summarizes the existing land uses of the properties fronting San Juan Road (West Fourth Street) between the San Juan Road Bridge and Westside Boulevard. About 43% of the land uses fronting the road are conforming commercial uses, nine percent are non-conforming industrial uses and 47% are vacant/underdeveloped properties. Land uses on the San Juan Road corridor are described below by three general road segments: San Juan Bridge to Graf Road, Graf Road to Miller Road, Miller Road to Rajkovich Drive and Rajkovich Drive to Westside Boulevard.

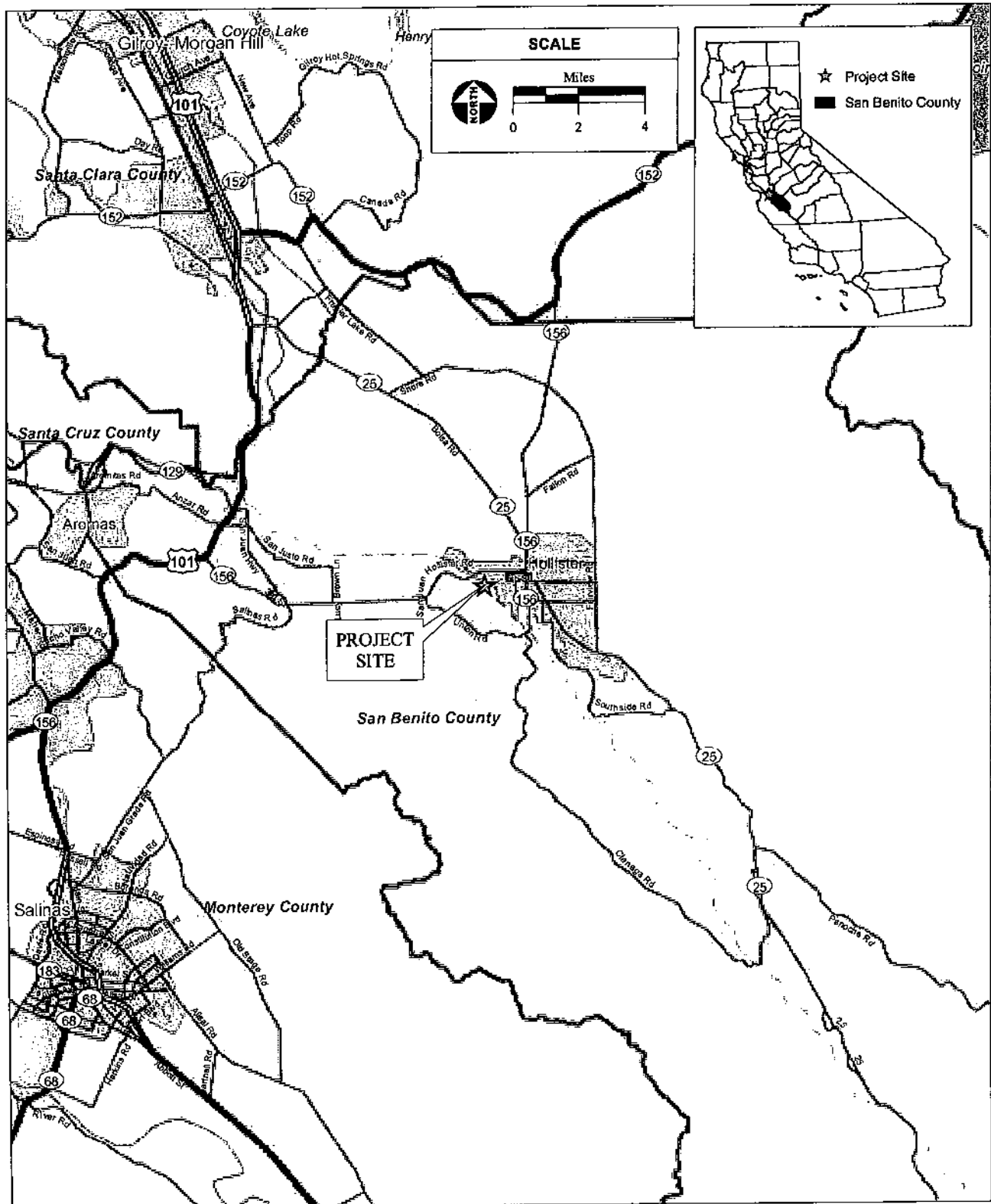
San Juan Bridge to Graf Road: The road is elevated over ten feet above adjoining land uses on this road section. Single family residences are located to the north of Bridge Road and a banked slope. The City of Hollister percolation ponds for treating cannery waste parallel San Juan Road just east of the bridge for a distance of about 615 feet. The percolation ponds at the west end of the project area are located within the 100 year flood plain for the San Benito River but the road is elevated over ten feet above the base flood elevation in this area. [4][7] A mixture of oak and sycamore trees have been planted by a local service club on City of Hollister property to screen the disposal ponds. A 13.74 acre property with non-conforming outdoor industrial uses borders the disposal ponds to the east and surrounds six rentals on a 0.46 acre parcel clustered at the south end of the intersection of San Juan Road and Graf Road on 0.46 acre parcel. There are overhead power lines in this road section.

Graf Road to Miller Road/Live Oak: San Juan Road is at the same grade as surrounding land uses along this road segment. The majority of the properties fronting on both sides of this road segment are underdeveloped. Land uses north of the road consist of a nearly vacant eight acre parcel and a convenience store/gas station at the northwest corner of the Graf and Miller Road. Land uses on the south side of the road include non-conforming industrial, a recently closed gas station and vacant. The entrance to a mobile home park is just east of the intersection of San Juan Road/Miller Road/Live Oak Drive. There are overhead power lines fronting the road in this section of the corridor.

TABLE 1
SUMMARY OF EXISTING LAND USES ADJOINING SAN JUAN ROAD

Road Segment	Existing Land Use	Lineal Feet
<u>San Juan Bridge - Graf</u>		
North side of road	Bridge Road (Single family homes on north side of Bridge Road)	654
South side of road	Hollister Percolation ponds Non-conforming industrial uses	1108 595
<u>Graf Road - Miller Road</u>		
North side of road	Eight acre parcel with one house Convenience store with gas station	1128 109
South side of road	Blighted rental housing Non-conforming industrial Vacant Abandoned gas station Vacant	150 250 125 175 655
<u>Miller to Rajkovich</u>		
North side of road	Neighborhood Commercial center	575
South side of road	Mobile Home Park Vacant	345 327
<u>Rajkovich to Felice</u>		
North side of road	Non-conforming industrial Vacant	187 309
South side of road	Vacant	356
<u>Felice to Westside</u>		
North side of road	Medical facility Vacant	319 563
South side of road	Vacant Medical Clinic Produce Market Vacant	441 50 139 98
Percent of lineal feet Conforming Land Use	43%	3711
Percent of lineal feet Non-conforming Land Use	9%	782
Percent of lineal feet Vacant/Underdeveloped	47%	4002
TOTAL		8495

Figure 1 – Project Location



This is a detailed plat map of a section of the City of St. Louis, Missouri. The map shows a grid of lots with addresses, several large vacant areas labeled A, B, C, D, E, and F, and a 'Non-conforming industrial' area. A 'Staging Area' is marked near the bottom right. The map is oriented with North at the top. A scale bar at the bottom indicates distances in feet (0 to 1781) and miles (0 to 1.781).

Key features include:

- Streets:** WEST OCEAN, CENTRAL AV, WESTERN, COSCO CT, BALL CT, 1180 PLANE CHASE, SAN JUAN - HOLISTER ROAD, RALPHOWICH, JAN AV, DEWE, RICHMOND DR, CHESTNUT LN, PINEAPPLE LN, ORTIZ CT, RANDOLPH, JACARANDA, BROOKDALE, VALONA, and RIVER.
- Lot Numbers:** Various lot numbers are shown throughout the map, including 101, 161, 171, 181, 191, 201, 211, 221, 231, 241, 251, 261, 271, 281, 291, 301, 311, 321, 331, 341, 351, 361, 371, 381, 391, 401, 411, 421, 431, 441, 451, 461, 471, 481, 491, 501, 511, 521, 531, 541, 551, 561, 571, 581, 591, 601, 611, 621, 631, 641, 651, 661, 671, 681, 691, 701, 711, 721, 731, 741, 751, 761, 771, 781, 791, 801, 811, 821, 831, 841, 851, 861, 871, 881, 891, 901, 911, 921, 931, 941, 951, 961, 971, 981, 991, 1001, 1011, 1021, 1031, 1041, 1051, 1061, 1071, 1081, 1091, 1101, 1111, 1121, 1131, 1141, 1151, 1161, 1171, 1181, 1191, 1201, 1211, 1221, 1231, 1241, 1251, 1261, 1271, 1281, 1291, 1301, 1311, 1321, 1331, 1341, 1351, 1361, 1371, 1381, 1391, 1401, 1411, 1421, 1431, 1441, 1451, 1461, 1471, 1481, 1491, 1501, 1511, 1521, 1531, 1541, 1551, 1561, 1571, 1581, 1591, 1601, 1611, 1621, 1631, 1641, 1651, 1661, 1671, 1681, 1691, 1701, 1711, 1721, 1731, 1741, 1751, 1761, 1771, 1781, 1791, 1801, 1811, 1821, 1831, 1841, 1851, 1861, 1871, 1881, 1891, 1901, 1911, 1921, 1931, 1941, 1951, 1961, 1971, 1981, 1991, 2001, 2011, 2021, 2031, 2041, 2051, 2061, 2071, 2081, 2091, 2101, 2111, 2121, 2131, 2141, 2151, 2161, 2171, 2181, 2191, 2201, 2211, 2221, 2231, 2241, 2251, 2261, 2271, 2281, 2291, 2301, 2311, 2321, 2331, 2341, 2351, 2361, 2371, 2381, 2391, 2401, 2411, 2421, 2431, 2441, 2451, 2461, 2471, 2481, 2491, 2501, 2511, 2521, 2531, 2541, 2551, 2561, 2571, 2581, 2591, 2601, 2611, 2621, 2631, 2641, 2651, 2661, 2671, 2681, 2691, 2701, 2711, 2721, 2731, 2741, 2751, 2761, 2771, 2781, 2791, 2801, 2811, 2821, 2831, 2841, 2851, 2861, 2871, 2881, 2891, 2901, 2911, 2921, 2931, 2941, 2951, 2961, 2971, 2981, 2991, 3001, 3011, 3021, 3031, 3041, 3051, 3061, 3071, 3081, 3091, 3101, 3111, 3121, 3131, 3141, 3151, 3161, 3171, 3181, 3191, 3201, 3211, 3221, 3231, 3241, 3251, 3261, 3271, 3281, 3291, 3301, 3311, 3321, 3331, 3341, 3351, 3361, 3371, 3381, 3391, 3401, 3411, 3421, 3431, 3441, 3451, 3461, 3471, 3481, 3491, 3501, 3511, 3521, 3531, 3541, 3551, 3561, 3571, 3581, 3591, 3601, 3611, 3621, 3631, 3641, 3651, 3661, 3671, 3681, 3691, 3701, 3711, 3721, 3731, 3741, 3751, 3761, 3771, 3781, 3791, 3801, 3811, 3821, 3831, 3841, 3851, 3861, 3871, 3881, 3891, 3901, 3911, 3921, 3931, 3941, 3951, 3961, 3971, 3981, 3991, 4001, 4011, 4021, 4031, 4041, 4051, 4061, 4071, 4081, 4091, 4101, 4111, 4121, 4131, 4141, 4151, 4161, 4171, 4181, 4191, 4201, 4211, 4221, 4231, 4241, 4251, 4261, 4271, 4281, 4291, 4301, 4311, 4321, 4331, 4341, 4351, 4361, 4371, 4381, 4391, 4401, 4411, 4421, 4431, 4441, 4451, 4461, 4471, 4481, 4491, 4501, 4511, 4521, 4531, 4541, 4551, 4561, 4571, 4581, 4591, 4601, 4611, 4621, 4631, 4641, 4651, 4661, 4671, 4681, 4691, 4701, 4711, 4721, 4731, 4741, 4751, 4761, 4771, 4781, 4791, 4801, 4811, 4821, 4831, 4841, 4851, 4861, 4871, 4881, 4891, 4901, 4911, 4921, 4931, 4941, 4951, 4961, 4971, 4981, 4991, 5001, 5011, 5021, 5031, 5041, 5051, 5061, 5071, 5081, 5091, 5101, 5111, 5121, 5131, 5141, 5151, 5161, 5171, 5181, 5191, 5201, 5211, 5221, 5231, 5241, 5251, 5261, 5271, 5281, 5291, 5301, 5311, 5321, 5331, 5341, 5351, 5361, 5371, 5381, 5391, 5401, 5411, 5421, 5431, 5441, 5451, 5461, 5471, 5481, 5491, 5501, 5511, 5521, 5531, 5541, 5551, 5561, 5571, 5581, 5591, 5601, 5611, 5621, 5631, 5641, 5651, 5661, 5671, 5681, 5691, 5701, 5711, 5721, 5731, 5741, 5751, 5761, 5771, 5781, 5791, 5801, 5811, 5821, 5831, 5841, 5851, 5861, 5871, 5881, 5891, 5901, 5911, 5921, 5931, 5941, 5951, 5961, 5971, 5981, 5991, 6001, 6011, 6021, 6031, 6041, 6051, 6061, 6071, 6081, 6091, 6101, 6111, 6121, 6131, 6141, 6151, 6161, 6171, 6181, 6191, 6201, 6211, 6221, 6231, 6241, 6251, 6261, 6271, 6281, 6291, 6301, 6311, 6321, 6331, 6341, 6351, 6361, 6371, 6381, 6391, 6401, 6411, 6421, 6431, 6441, 6451, 6461, 6471, 6481, 649

- ### Detail of Future River Trail Staging Area A

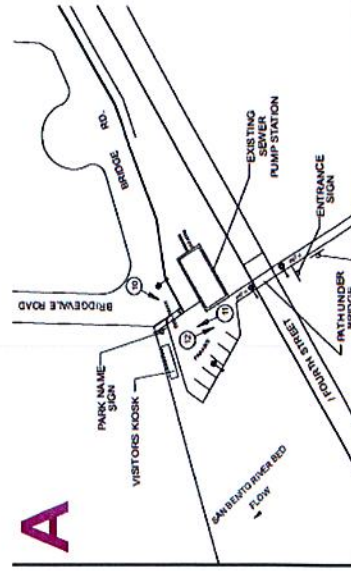


Figure 2
PROJECT VICINITY

Miller Road/Live Oak to Rajkovich: This section of the project site is the most developed with a 3.6 acre neighborhood commercial center on the north side of the road which provides the majority of the commercial services for the surrounding single family residential neighborhoods and a Mobile Home Park and vacant lot on the south side of San Juan Road. Primary access to the mobile home park is from Live Oak Drive.

Rajkovich to Westside Boulevard: Utilities on both sides of San Juan Road are underground on this road segment. Sidewalks have also been installed but there are no street trees. A non-conforming industrial use on a 1.58 acre parcel is situated just to the east. A health clinic is located at the northeast corner of Felice Drive and San Juan Road. There are two vacant lots on the north side San Juan Road – a 1.58 acre parcel on the west side of Felice Drive and a 4.58 acre parcel on the west side of Westside Boulevard. The south side of San Juan Road this road section is substantially undeveloped. Exceptions include two residences, a health clinic and produce stand.

General Plan: The 2005-2010 General Plan redefined the land use pattern for this road section from a combination of Industrial and Highway Commercial to the mixed use commercial and high density residential 'West Gateway' land use designation as a gateway entrance to Hollister. However, the City of Hollister was in a sewer moratorium from October 2002 until December 2008 which halted all new construction in the City. Since the moratorium was lifted, the City of Hollister has experienced a high rate of residential foreclosures and remains a foreclosure 'hot spot' today.

Neighborhood Concerns: Several community workshops have been held in the project area in 2007 and 2008 as part of the city-wide zoning ordinance revision (2 workshops), a conceptual development plan funded by property owners in the area (2 workshops) and the proposed streetscape beautification project. The San Benito County Council of Governments also assessed pedestrian and bicycle facilities with a citizens committee as part of the 2009 update to the San Benito County Bike and Pedestrian Master Plan. Some of the issues identified in the workshops were the need for safer pedestrian crossings on the 84-foot right-of-way, more night lighting and a wider variety of commercial services (e.g. bank, clothing store, and drug store), the speed of traffic and sidewalk gaps and wayfinding problems for customers (street name).

San Juan Road is the dividing line for US Census Bureau Census Tracts 3 and 7. Both tracts cover incorporated and unincorporated properties. Appendix A provides a more detailed summary of census tract and block group data from the project area from Census 2000 and the 2005-2009 American Community Survey. Census Tract 3 is located north of San Juan Road and represents one of the most economically disadvantaged areas of the City. The median household income in Census Tract 3 is over \$13,000 less than the City wide average of \$63,794 and educational attainment is also less with four percent of the residents aged 25 or more with at least a Bachelor's degree compared to the citywide

average of 16.5%. Census Tract 3 also has a disproportionately higher Hispanic population of nearly 91% compared to the city-wide average of 57%. About one half (50.4%) of the population in this census tract are foreign born residents which is nearly double the citywide average. Census Tract 7 begins on the south side of San Juan Road and the demographic data is different. Median household incomes in this Census tract were over \$6,200 less than the city wide average. Fifty percent of the population reported to be Hispanic for the American Community Survey which was about seven percent less than the City average. Educational attainment was also slightly less than the citywide average with 12.4% of the population age 25 or older receiving at least a Bachelor degree.

9. Project Description

The purpose of the West Fourth Street streetscape project is to fulfill Goals and implementation strategies in the City of Hollister General Plan and the San Benito County Council of Governments Regional Transportation Plan. The project was also part of the City of Hollister Redevelopment Agency plans to eliminate blight and assist with economic re-vitalization. More specifically the purposes of the streetscape improvements are as follows:

1. To help establish an attractive gateway entry to the City of Hollister
2. To stimulate economic development of vacant properties and re-use of non-conforming blighted land uses
3. To develop a healthy community by encouraging more pedestrian facilities and a connection to a planned river trail
4. To calm traffic at the west entrance to Hollister in order to encourage pedestrian travel on the planned high density mixed use corridor
5. To encourage sustainable land uses by stimulating infill mixed use development
6. To improve options for alternative modes of transportation and help reduce emissions from vehicle miles traveled

Need for Project: Some of the deficiencies on the San Juan Road (West Fourth Street) corridor are listed below by general category:

- Deficient pedestrian facilities
 - Nearly one half of the project frontage lacks sidewalk improvements
 - Street trees provide shade on less than 70% of the corridor
 - Wide paved shoulders encourage higher traffic speeds on the road
 - At community workshops residents have expressed concern that the corridor is unsafe for pedestrians because of high traffic speeds and there is no refuge for pedestrians attempting to cross the 84-foot right-of-way and that night lighting is poor.
- Economic stagnation/blight
 - Over 55% of the lineal frontage is vacant or under-utilized land or a blighted non-conforming land use
 - Overhead utilities at the west end contribute to a blight

- Weeds encroach in park strips and on sidewalks adjoining vacant lots
- Lack of visual continuity with landscaping, lighting and street furniture
- The commercial corridor serves residential housing within a quarter mile of San Juan Road (West Fourth Street). Residents have expressed at community workshops that some basic commercial services such as a bank, drug store and clothing store are lacking.
- A business owner expressed at a community meeting that there is way finding confusion for businesses on the corridor over the street name (Fourth Street vs. San Juan Road vs. San Juan-Hollister Road).
- Deficient bicycle facilities
 - Class II bicycle lane planned in the Pedestrian Bicycle Master Plan is not striped and there is no signage
 - No bicycle parking facilities on corridor

The proposed streetscape plan includes a coordinated plan for landscaping, street furniture; street trees and access to undeveloped properties (see Figures 3 through 7). The existing wide paved shoulder between Graf Road and Westside Boulevard would be developed to add a Class II bike lane and on street parking between new intersection bulb-outs. The existing dual left-turn lane would be replaced with a landscaped median with controlled access between existing intersections. The traffic signal at the intersection of Graf Road/San Juan Road (West Fourth Street) is proposed to be replaced with a landscaped roundabout. The proposed project would also eliminate existing gaps in sidewalk, curb and gutter improvements and improve transit facilities near the intersection of Miller Road/Live Oak/San Juan Road (West Fourth Street). The parking spaces between intersection bulb-outs would also be adaptable for use as transit stops.

The proposal to rename the section of San Juan Road between Line Street and Westside Boulevard to West Fourth Street is proposed to improve wayfinding and avoid confusion with similar street names in the project vicinity such as San Juan Highway and San Juan Hollister Road.

The streetscape project was part of the former Hollister Redevelopment Agency project lists. The streetscape plan is proposed to provide a framework for sidewalk curb and gutter and street tree improvements for new development. The City of Hollister is also proposing to use grant funds for transportation improvements to help fund the streetscape improvements.

10. Other public agencies whose approval is required:

- City of Hollister City Council
- San Benito County Council of Governments (Bike lanes/transit improvements)
- City of Hollister Engineering Department (Encroachment Permit)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

West Fourth Street Streetscape Improvements

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | |
|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Green House Gas Emissions | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Mandatory Findings of Significance |

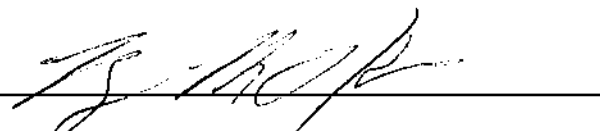
EVIDENCE: Less than significant impacts are identified for Aesthetics, Air Quality, Geology/Soils, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Public Services, Recreation, Transportation/Traffic, Agricultural and Forestry, Population and Housing, and

DETERMINATION

On the basis of this initial study:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
x	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

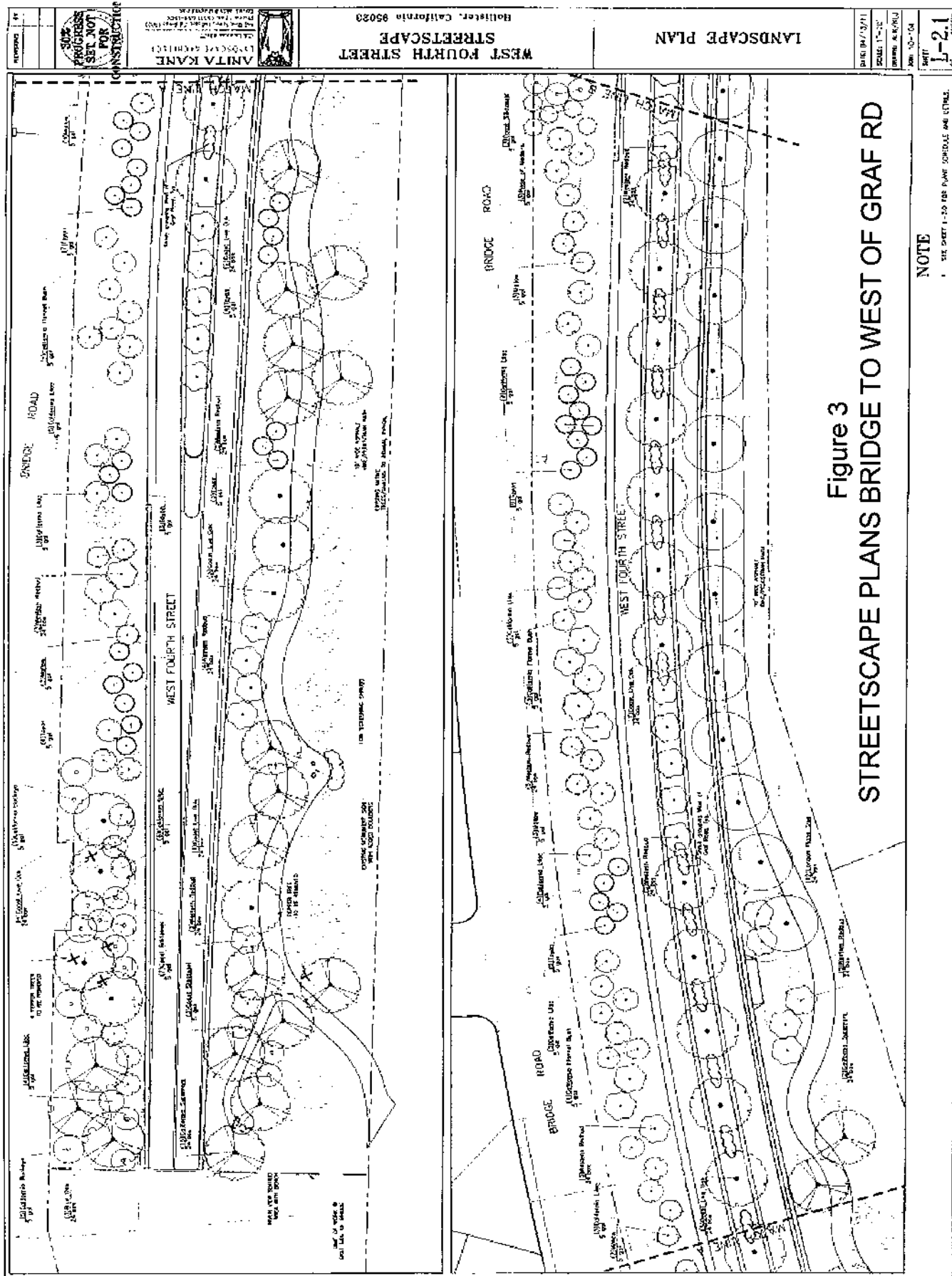
Signature



Date: March 15, 202

Name of Preparer:

Mary M. Paxton, City of Hollister
City of Hollister,
375 Fifth Street, Hollister California 95023
(831) 636-4360 Fax (831) 636-4364



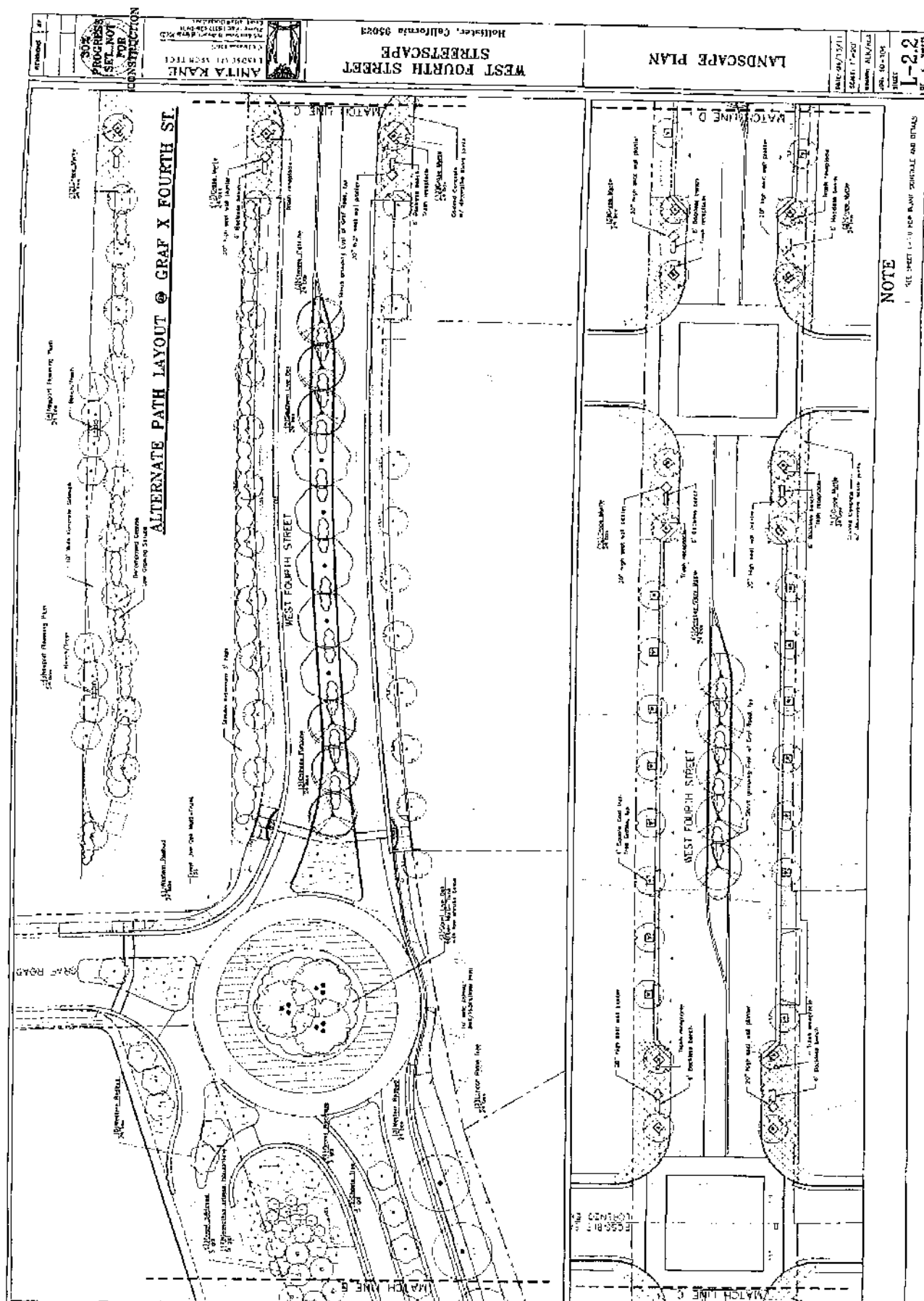


Figure 4
STREETSCAPE PLANS GRAF ROAD TO WEST OF MILLER ROAD

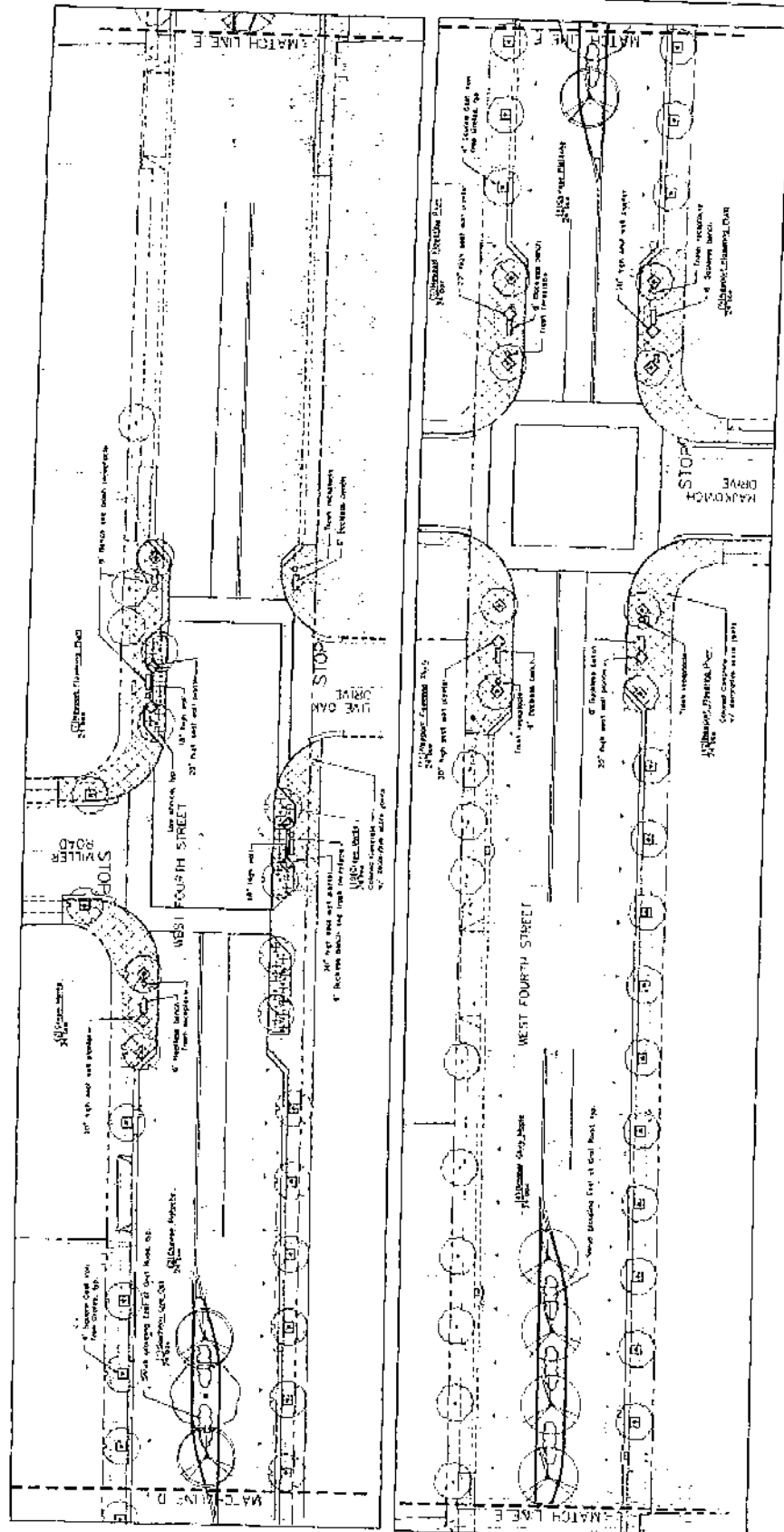
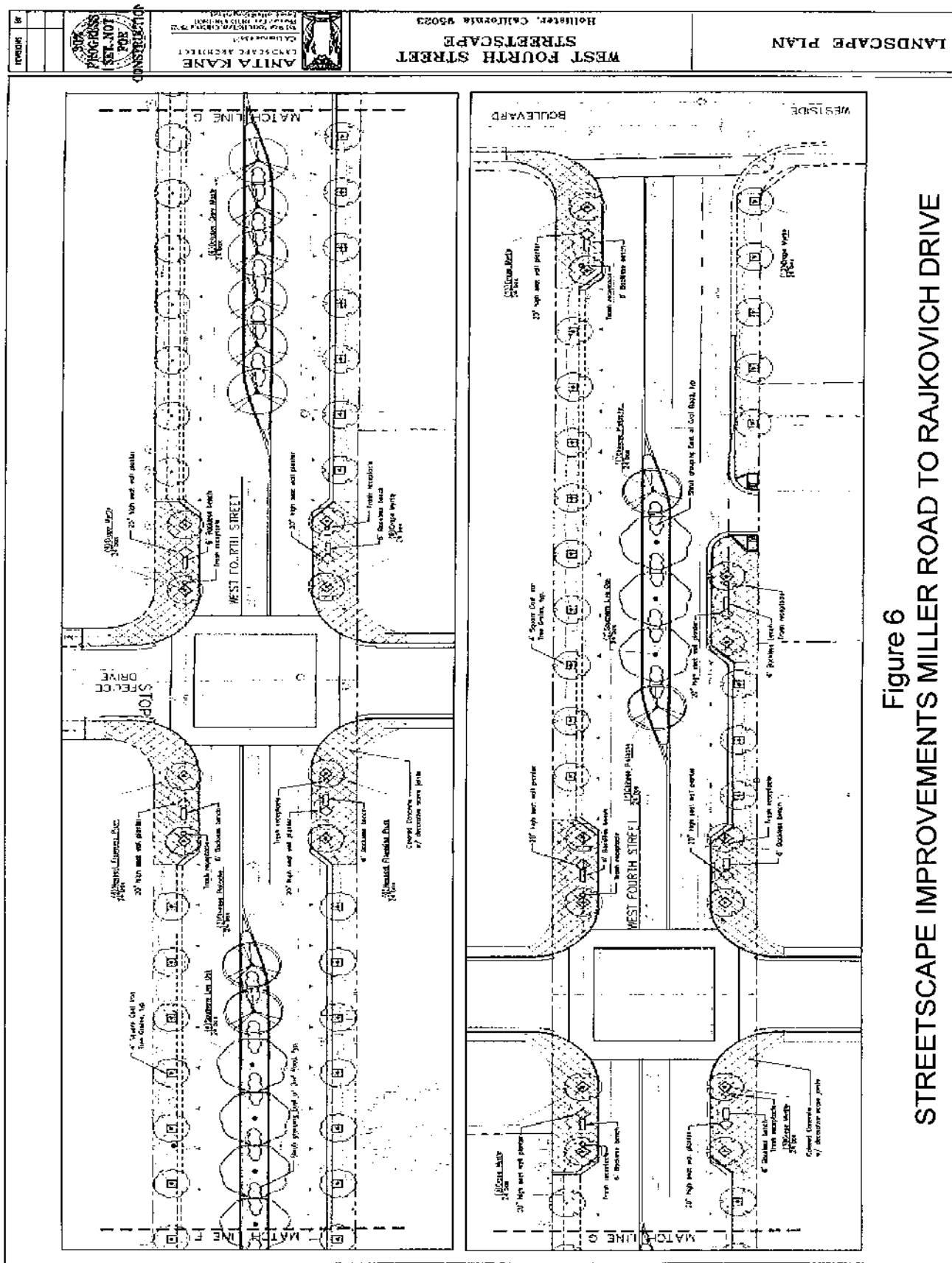


Figure 5
STREETSCAPE IMPROVEMENTS MILLER ROAD TO RAJKOVICH DRIVE

NOTE
1. SEE SHEET 1-10 FOR MOUNT, SCHEDULE AND DETAILS.



West Fourth Street Streetscape Improvements INITIAL STUDY

I. AESTHETICS– Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporatio n	Less Than Significa nt Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare, which would adversely affect day or night time views in the area?				X

Setting: The City of Hollister lies near the southern end of the broad alluvial flood plain formed by the San Benito River and is surrounded on three sides by mountainous terrain, and is situated at the focal point of a basin formed by Gabilan Mountains to the south and west, and by the Diablo Range to the east. In addition to the distant rim of the Coastal Mountains, the city is ringed by gentle foothills to the east, south and west. The San Benito River is located on the west boundary of the project site.

San Juan Road (West Fourth Street) is not designated as a scenic corridor and is not visible from a state scenic highway. The segment of San Juan Road (West Fourth Street) in the project area was formerly part of State Highway 156 and remains the main vehicular corridor at the west entrance to Hollister. There is a mix of vacant land, commercial uses on the corridor (two gas stations, small commercial center, produce market) and non-conforming industrial uses on the corridor. Sections of the corridor are blighted from nonconforming industrial uses, overhead power lines, weeds in the park strips of vacant lots and on vacant lots. Rear yard fences from single-family homes dominate the view through undeveloped lots. There is not a distinct architectural style on the corridor. The majority of the roadway lacks street trees.

The road section between Graf Road and Westside Boulevard was established as the 'West Gateway Special Planning Area' in the 2005-2023 General Plan Land Use Plan. The planning area together with the Land Use Plan developed a vision to replace highway commercial and industrial land uses with a commercial

multi-family residential mixed use corridor. The concept in the City of Hollister General Plan West Gateway Special Planning area is to establish an attractive western entrance to the city with a combination of commercial uses, medium to high density housing, a plaza and entry features that replaces some blighted or vacant properties with mixed uses. The General Plan states that new development in this area should have a unified theme that reflects the history of Hollister while being visually distinct from downtown Hollister. Table 2 in the discussion of Land Use and Population includes a list of the General Plan policy and implementation programs that call for the development of a streetscape plan for the project site.

1.a.b. The project site is not part of a scenic corridor and is not visible from a state Scenic Highway. The corridor is relatively flat and there are not unique physical features or structures that would be affected by the streetscape improvements. The proposed project would have **no impact** on scenic vistas or highways.

1.c. d. The proposed streetscape plan would conflict with design criteria for the West Gateway Special Planning Area if the streetscape elements replicated the recent improvements to Downtown Hollister with uniform plantings of either white or pink crape myrtle on San Benito Street or capital pears on individual blocks and similar street lights, and benches. The proposed streetscape beautification does incorporate crape myrtles as a street tree on some blocks but the project would be visually distinct from recent Downtown Streetscape improvements. First, the streetscape plans will replace a dual left turn lane with a central landscaped median between intersections which is absent in Downtown Hollister. Tree selections in the center median includes a mix of October Gray Maple, Chinese Pistache, and Southern Live Oak which are not planted downtown. Second, the streetscape plan is designed to establish a visual transitional entry between the San Juan Road Bridge and Graf Road with a progression of native tree plantings (California Sycamore, Coast Live Oak), leading to a new landscaped traffic circle. The roundabout will be the first in Hollister and will be visually distinct from downtown. Between the traffic circle at Graf Road and Westside Boulevard, each block will be planted with either Newport Flowering Plum or Crape Myrtle. Street trees are proposed to be planted at bulb-outs with benches and 20 inch high seat wall planters at the intersections. In conclusion, the proposed streetscape improvements are anticipated to rectify a visually blighted gateway entry to Hollister and the activities would be consistent with General Plan policy to develop design elements in the West Gateway that are distinct from Downtown Hollister. The proposed improvements would have a **less than significant aesthetic impact**.

Mitigations: None required.

II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Setting: The project corridor and land uses along the project site are located in the "Urban and Buildup" area on the Farmland Mapping and Monitoring Program of the California Resources Agency. [8] None of the properties on the corridor are zoned for agricultural use. Properties are zoned for mixed commercial and high density residential, institutional and residential. None of the land on the corridor is regulated by the Williamson Act and the remnants of former agricultural uses are too small (less than four acres) to qualify for a contract. There is no forest or

timberlands as defined by Public Resource Code section 12220(g) and 4562 within or near the project site.

II. a.-e.: There would be **no impact** on agricultural or forest or timberland resources from the adoption and development of the proposed streetscape improvements.

Mitigations: None Required

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X

Setting: The project site is located within the North Central Coast Air Basin (NCCAB) and is subject to the air quality standards of significance established by the Monterey Bay Unified Air Pollution Control District (MBUAPCD). According to the 2008 Air Quality Management Plan, the air basin is non-attainment (i.e. currently exceeds) for state air quality standards for Ozone O3 and for inhalable particulates (PM10) but complies with National Air Quality Standards

III a.. The MBUAPCD develops and administers the Air Quality Management Plan (AQMP) for the North Central Coast Air Basin. A project would be considered to be in conflict with or obstruct implementation of the AQMP if the project would be inconsistent with air pollution emission inventories within the plan. Emission inventories are projected based on the population growth estimates prepared by the Association of Monterey Bay Area Governments

(AMBAG) and the projected vehicle miles traveled within the region. The proposed streetscape improvements will not generate population growth or result in an indirect change to the adopted land use plan. The project would have **no impact** on the air quality plan.

III b-d. The proposed project could result in short-term air quality impacts during construction of the streetscape improvements and long-term air quality impacts if the improvements resulted in a significant increase in automobile trips and idling/delay at intersections.

Construction Impacts: Short Term (Construction) activities could occur during installation of streetscape improvements on the corridor from regrading for construction of the roundabout and landscape area between Graf Road and the San Juan Road Bridge, ripping pavement to construct the landscape median, street tree wells, and intersection bulb-outs and from operation of construction equipment. It is anticipated that the improvements will be piecemeal because funding will be dependent upon securing grants and sidewalk curb and gutter improvements when infill development occurs. The MBUAPCD has established the following thresholds of significance for project construction-generated PM10:

Daily construction emission limit:	82 lbs. /day
Area under construction disturbance	
Minimal earthmoving:	8.1 acres/day
Extensive earthmoving:	2.2 acres/day

Due to funding constraints, improvements to the corridor will be piecemeal. The most extensive grading and ground disturbance for the project would be for the landscape improvements to the shoulders between Graf Road and the construction of the roundabout at the Graf Road/San Juan Road (West Fourth Street) intersection. The soil preparation would not involve extensive earthmoving. Collectively, these areas would be less than two acres. The amount of ground disturbance would be less than the threshold of significance of 8.1 acres per day for minimal earth moving.

The computer program URBEMIS 2007 v 9.24 was used to calculate the short-term pollutant emissions for construction. The estimated daily construction emissions of 7.6 pounds per day of PM10 is below the threshold of significance and the construction impacts of the project on air quality would be insignificant.

It should be noted that even though a mitigation measure is not required, Section 17.16.040 of the Hollister Municipal Code Chapter 18. Zoning requires construction activities to minimize dust or dirt emissions beyond the project boundary, through implementation of the following measures:

- A. [Implementation of an] erosion and control plan per City Engineering Standards;

- B. Water graded areas as often as necessary or hydro seed and install a temporary irrigation system, subject to approval of the Director; and
- C. Revegetate graded areas as soon as possible to minimize dust and erosion.

TABLE 2
Construction Emissions

Development Scenario	PM₁₀	Monterey Bay Unified Air Pollution Control District Threshold of Significant
Streetscape construction impacts	7.6	82 pounds per day

Source: City of Hollister Development Services; URBEMIS 2007 v.9.2.4, November 17, 2011

Long-term Operational Impacts: A traffic engineering report was prepared by Hatchmott McDonald to evaluate the impacts of changing the intersection of Graff/San Juan Road to a roundabout and replacing the center dual left-turn lane with a landscaped median [19]. The report concluded that the streetscape improvements would not alter the level of service of the intersections on the corridor for existing or General Plan buildout. The report also concluded that the improvements would not result in an increase in delay to an intersection of five seconds or more. Therefore it is not anticipated that the project improvements would result in a significant increase in air quality emissions from vehicle miles traveled or congestion at intersections.

Chapter 4 of the Monterey Bay Unified Air Pollution Control District California Environmental Quality Act Implementation Guidelines encourages incorporation of elements into projects to reduce a demand for energy from vehicle miles traveled. Several of the proposed project improvements have been identified as strategies to reduce vehicle miles travelled such as the addition of a Class II bike lane, elimination of existing sidewalk gaps, and pedestrian oriented improvements (reduction of the width of intersection crossings with the construction of intersection bulb-outs, benches, street trees and flexible areas for bus turn-out.) The proposed project improvements could result in an increase in pedestrian and bicycle traffic on the corridor and an associated reduction in vehicle miles travelled. The long-term operational impacts of the project would be **insignificant**.

Ile. The streetscape improvements would not create objectionable odors. There would be **no impact**.

Mitigations: None required.

IV. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Setting: The majority of the project area is a paved road or paved road shoulder and sidewalks with some weeds. The two exceptions are the between Graf Road and the San Juan Road bridge and narrow areas proposed for two to five feet of right-of-way expansion.

Right of way expansion area: A two to five foot wide right-of-way expansion area is proposed on three properties on the south side of the right-of-way between Graf Road and Live Oak Drive. The areas are paved at an existing gas station (APN 052-090-009) and portions of a lot with industrial land uses on APN 052-090-014). The third parcel is the undeveloped portion of a mobile home park (APN 052-090-017). Figure 7 shows that the lot has been disced and there is little vegetation.

Graf Road to San Juan Road Bridge: There is disturbed/ruderal vegetation on portions of the right-of-way between the San Juan Road Bridge and Graf Road. Figure 8 shows that on the north side of the travel lane the land slopes to the north toward Bridge Road. Existing vegetation consists of a stand of four pepper trees and disturbed/ ruderal low growing vegetation. There were some rodent holes observed during an October 2011 site visit.

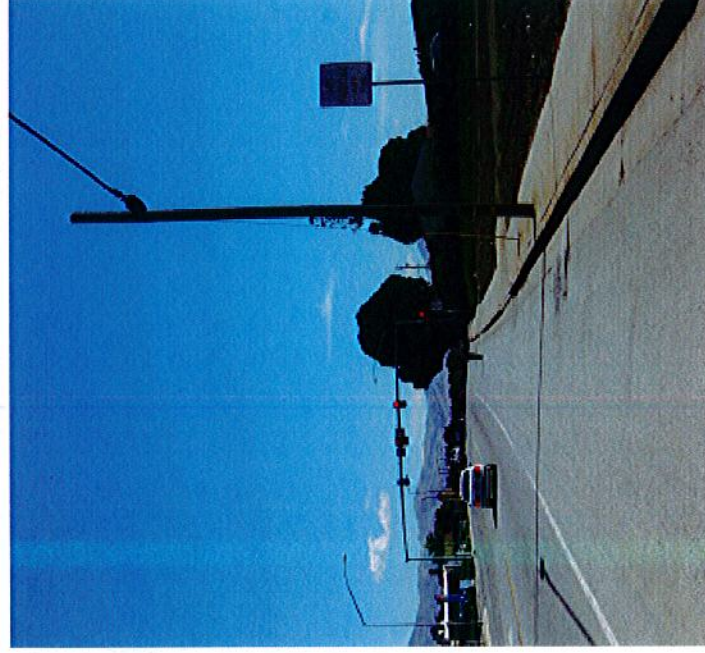
There is a wide shoulder on the south side of the San Juan Road (West Fourth Street) parallel to the existing City of Hollister industrial percolation pond. Around 1992, a service club planted a twenty to thirty foot wide mix of native trees and shrubs parallel to the disposal ponds as a vegetative screen which is proposed to remain as part of the proposed project. There is an additional twenty to thirty foot wide shoulder between the vegetative screen and the existing eastbound travel lane. The shoulder is partially paved or compacted with sparse weeds and is used intermittently for unauthorized truck parking as shown on Figure 9. There were rodent holes observed during an October 2011 site visit.

Figure 9 shows that the width of the shoulder narrows to the east of the percolation ponds. The unpaved portion of the right-of-way is comprised of disturbed/ruderal vegetation that slopes to the south to an outdoor industrial use. Rodent holes were also observed in this area during an October 2011 site visit.

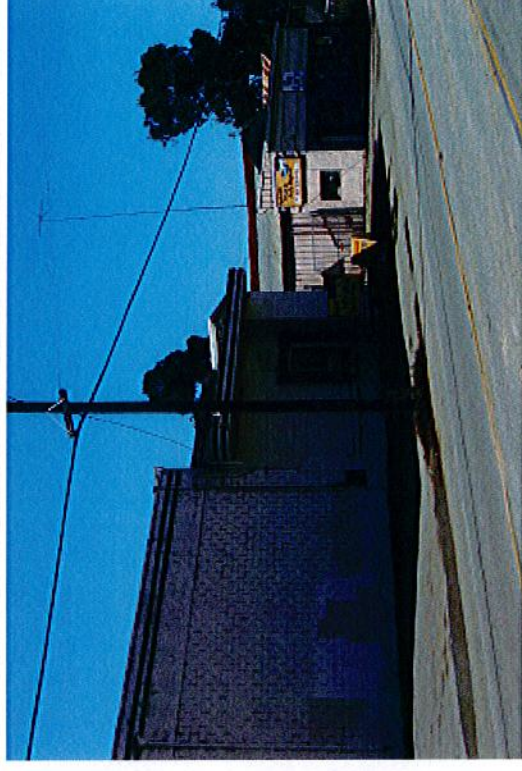
IV a. A reconnaissance biological survey was conducted at the western end the project site by AES consultants on November 12, 2008 for the San Benito River Greenway Project Initial Study/Mitigation Negative Declaration which is hereby incorporated by reference into this environmental assessment.[10] The biological evaluation included a review of pertinent literature and aerial photographs and lists of special-status species that could potentially occur in the vicinity of the project site including the U.S. Fish and Wildlife Service (USFWS) federally listed special status species, the California Department of Fish and Game (CDFG) California Natural Diversity Database (CNDDB) list of species with the potential to occur on or to be affected by project on the "Hollister, California" 7.5 minutes U.S. Geological (SGS) topographic quadrangle (quad) (USFWS, 2008), a CNDDB map of known occurrences of special –status species documented within five miles of the study area and a California Native Plant Society (CNPS) query of special-status species known to occur on the "Hollister, California" 7.5 minute USGS topographic quad and the eight surrounding quads (CNPS, 2008) .

Figure 7

View of property frontage with proposed five foot wide right-of-way expansion



APN 052-009-017

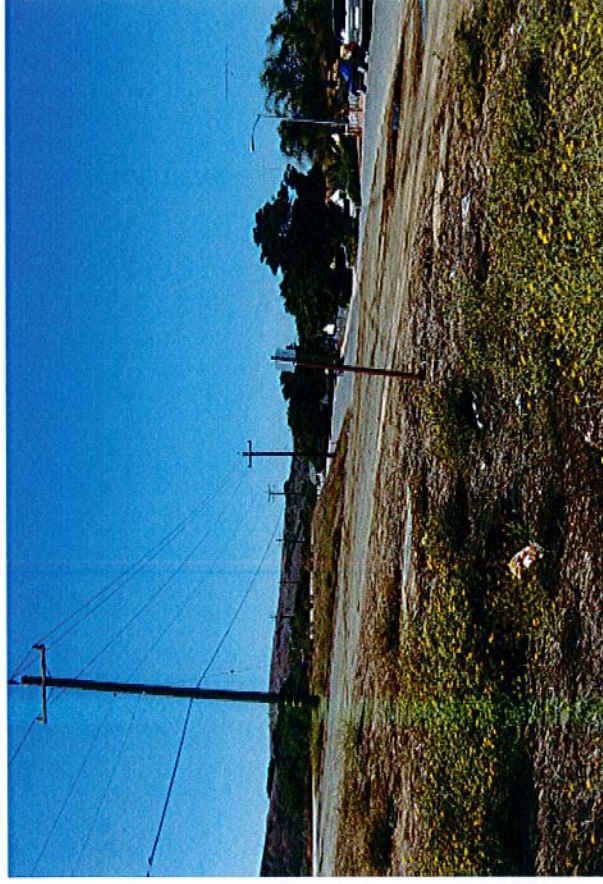


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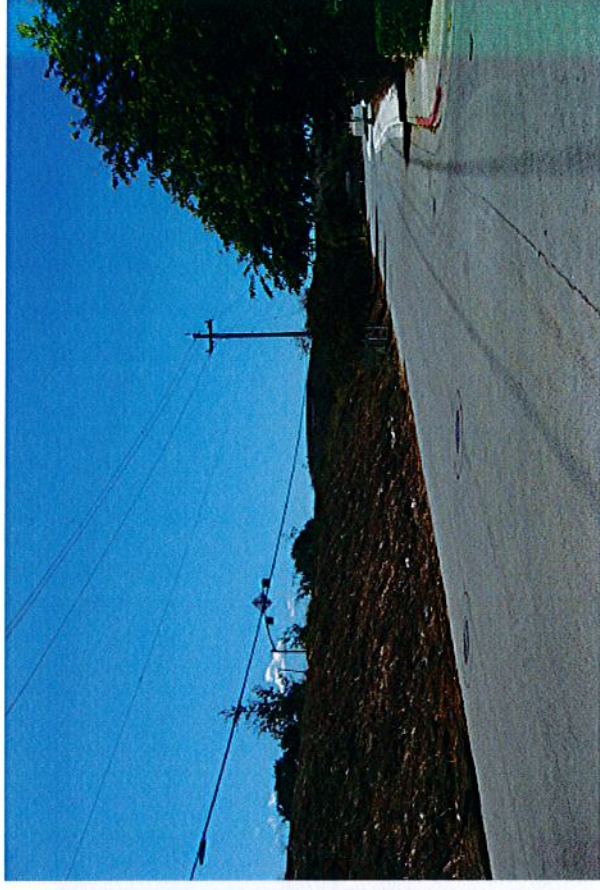


APN 052-009-009 APN 052-009-008

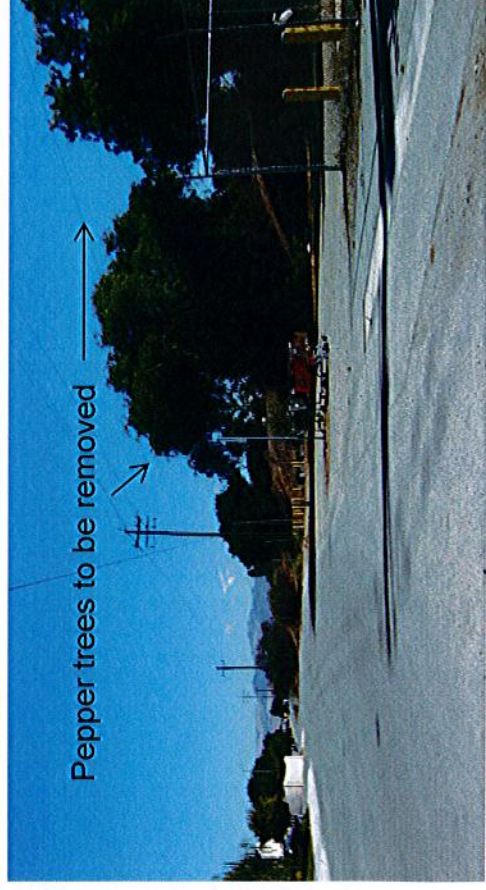
Figure 8 – Views of Area C



View of ruderal vegetation south of Bridge Road near
Graf Road facing the west

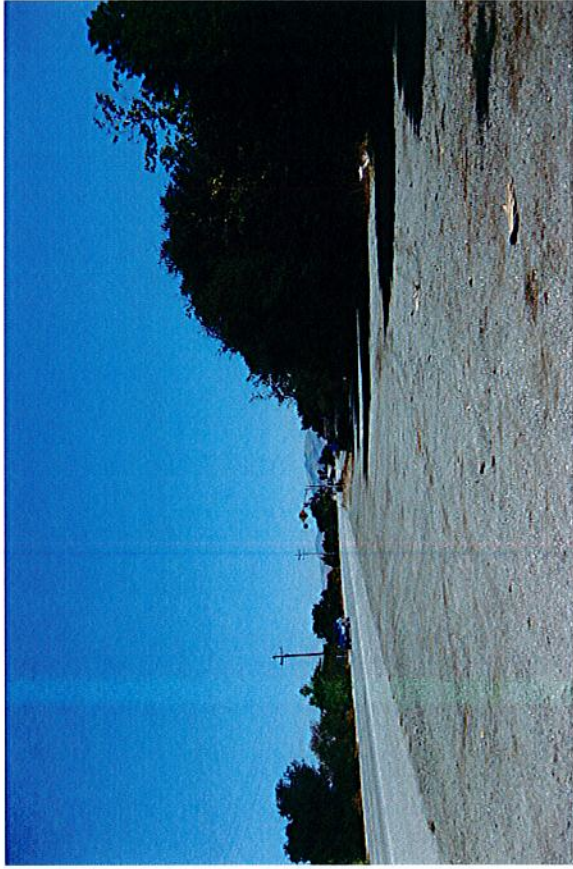


View of ruderal vegetation south of Bridge Road near
Azul Court facing the west

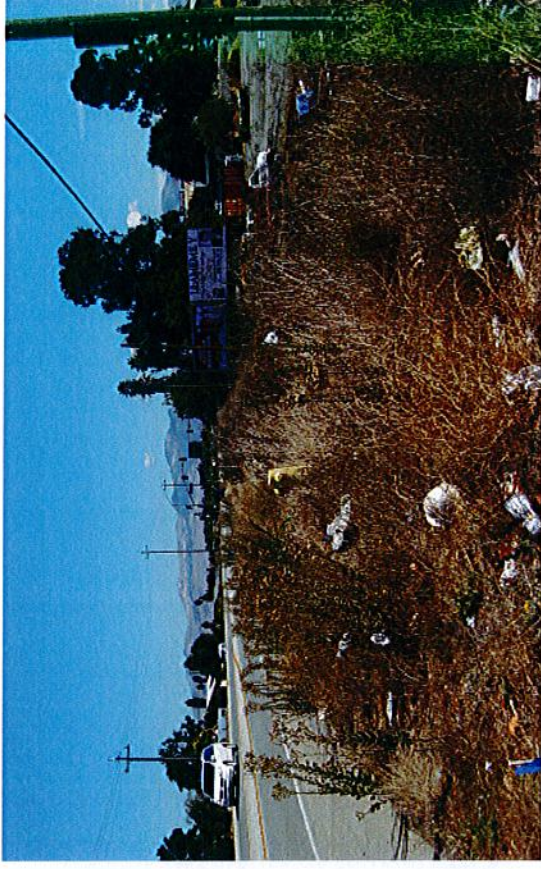


View of Bridge Road at west end of project site facing the east.

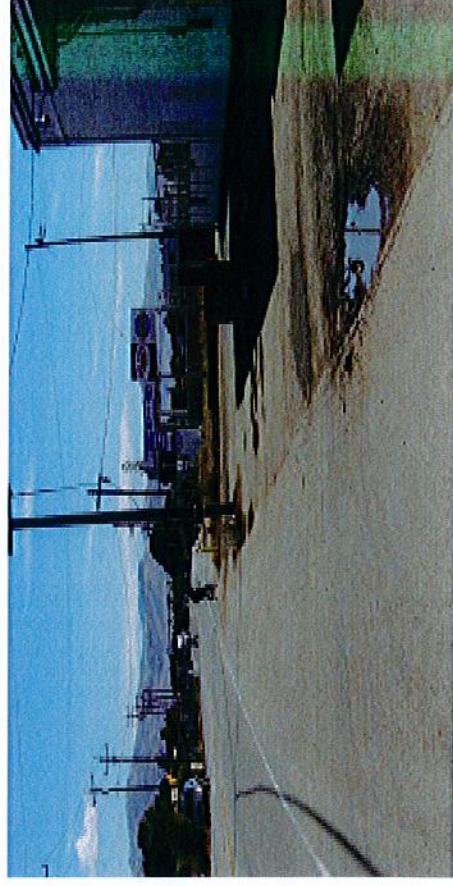
Figure 9 – Views of Areas A and B



View of Area A proposed for meandering path and landscape facing the east near the San Juan Road Bridge



View of Area B – ruderal vegetation on slope toward outdoor storage use facing east toward Graf Road



View of Area B paved right-of-way expansion area

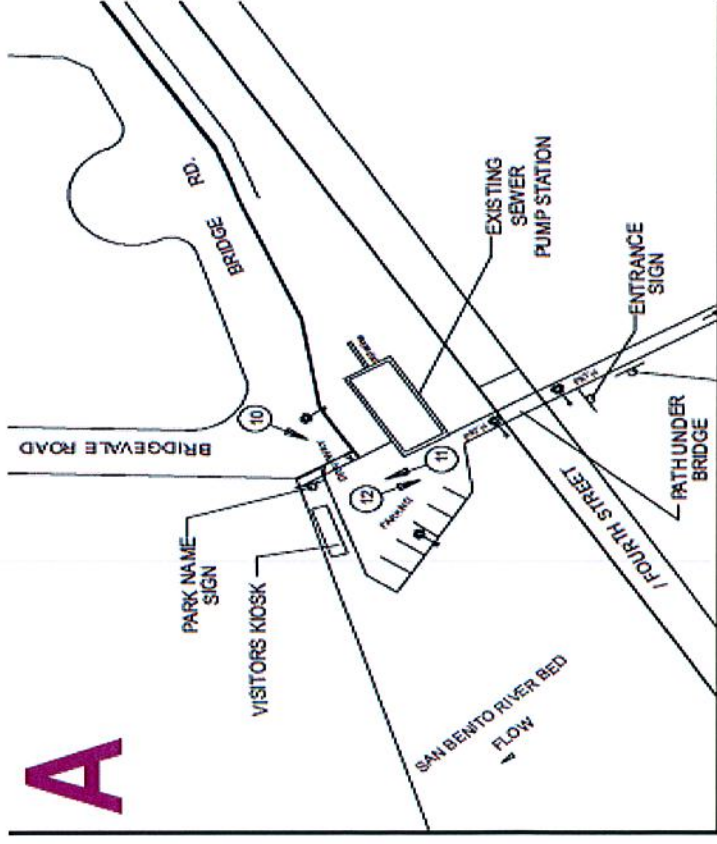


Figure 10 – Planned Future River Trail Staging Area ‘A’

Source: San Benito River Greenway Project Initial Study Portions of Figure 2-3 Site Plan

West Fourth Street Streetscape Improvements

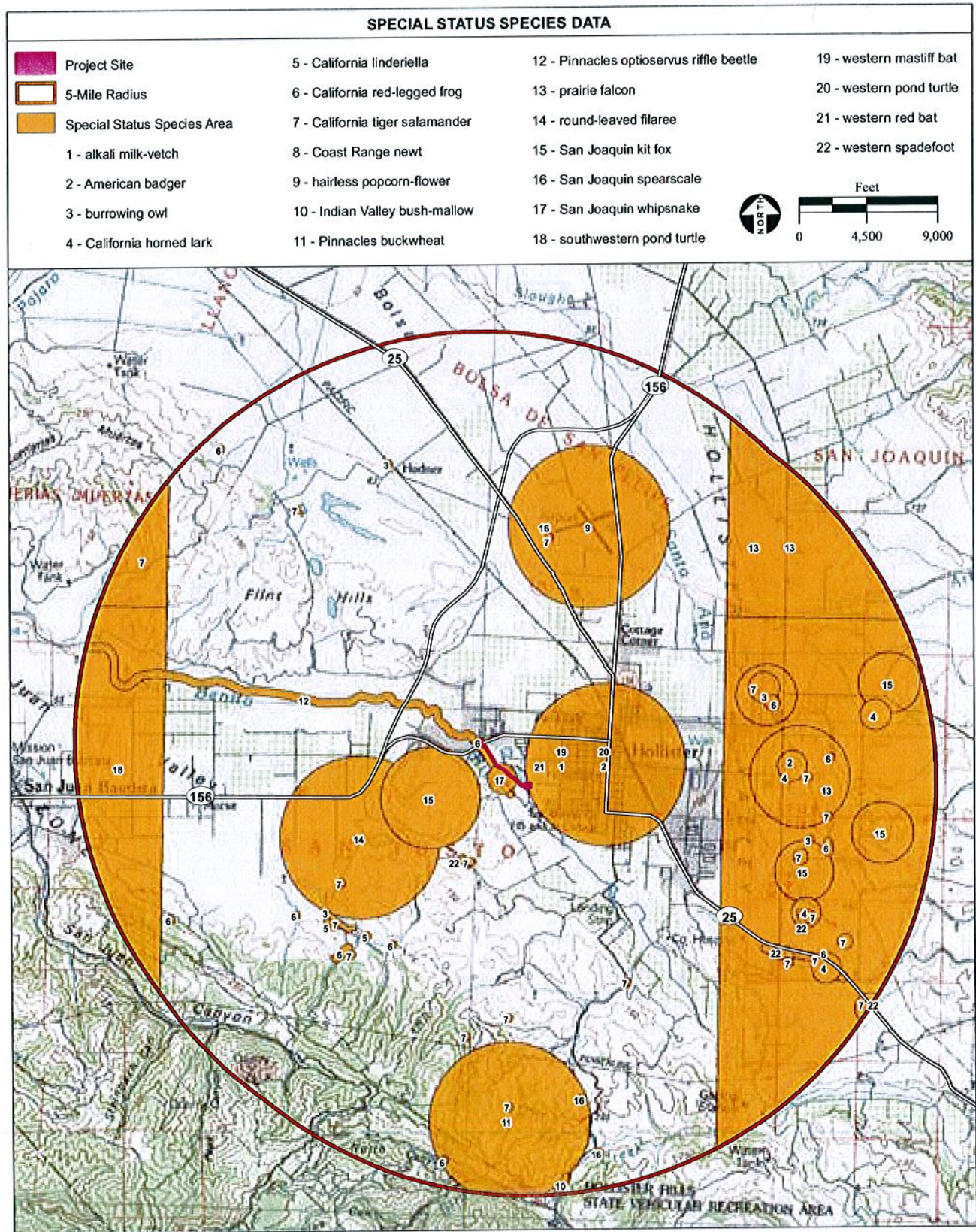


FIGURE 11
California Natural Diversity Data Base Five mile Radius Map

The AES survey encompassed a 500 foot buffer around two staging areas and the river trail. Staging area 'A' abuts the western end of the proposed streetscape improvements between Bridge Road and San Juan Road (West Fourth Street) as shown on Figure 10. The 500 foot radius for the survey ended near the intersection of Azul Drive with Bridge Road on the north side of San Juan Road (West Fourth Street) and the eastern end of the City of Hollister percolation pond on the south side of the road. Two habitat types were observed during the AES survey, Annual Grassland and Ruderal/Disturbed habitat. The portions of the project site within the 500 foot survey area were characterized as Ruderal/Disturbed habitat. The Annual grasses were located outside of the project site closer to the San Benito River and the western portion of Staging Area A.

Appendix A-2 from the AES biological investigation includes a map showing Special status species that could occur within a five mile radius of the river trail and staging area. The AES study concluded that the following species would be unlikely to occur in the ruderal/disturbed habitat in the western portion of the right-of-way proposed for re-vegetation or area for breeding habitat:

- California Tiger Salamander (*Ambystoma californiense*) - Federally Endangered and State Species of Concern
- San Joaquin Kit Fox (*Vulpes macrotis mutica*) – Federally Endangered State Threatened
- Least Bells Vireo (*Vireo belli pusillus*) – Federal Endangered, State Endangered
- San Joaquin Spearscale (*Atriplex joaquiniana*) No status Federal or State, CNPS List 1B
- Roundleaf filaree (*Erodium macrophyllum*) – No status Federal or Status CNPS 1B
- Western Red bat (*Lasiurus blosirillii*) – No Federal Status – State Species of concern
- American Badger (*Taxidea taxus*) – No Federal status – State Species of Concern

The AES study concluded that there was potential for the occurrence and/or habitat in the study area and a potentially significant impact from construction activities for the following species but identified mitigation measures which have been incorporated into this initial study to reduce the potentially significant impact to an insignificant level.

- Western Pond Turtle (*Clemmys [Emmys] marmorata*) and subspecies– No Federal status, State Species of Concern: The species was not observed. The California Natural Diversity Data Base lists three occurrences for the western pond turtle within five mile of the study area for the river trail. The closest occurrence was from 2001 where an adult was observed in a

pooled area within the San Benito River about 20 meters downstream from the San Juan Road Bridge. The study concluded that the ruderal/distributed habitat did not support upland or breeding habitat for the species. However, the wastewater ponds were determined to **provide potential breeding habitat**.

- Red legged frog - Federally Threatened and State Species of Concern: The project site is located outside of the United States Fish and Wildlife Service Critical Habitat for the California Red legged frog. The CNDDDB has 12 records for the frog within a five mile radius of the study area with the closest occurrence was in 2001 about 20 meters downstream of the San Juan Road Bridge in a pooled area within the San Benito River. The species was not observed during the 2008 AES survey. It was determined that the river trail and staging area A did not have breeding or upland habitat for the California Red legged frog but there is potential breeding habitat offsite upland of the bridge. Due to the proximity of the project site to upland and breeding habitat, construction activities could result in a **potentially significant impact to the California Red Legged Frog**.
- San Joaquin Whipsnake (*Masticophis flagellum ruddocki*)– No Federal status, State Species of Concern: The CNDDDB listed one recorded occurrence of the San Joaquin Whipsnake from 1996 in degraded riparian scrub. It was determined that ground squirrel burrow on ruderal/disturbed habitats could provide **potential habitat for refuge and oviposition for the species**. Ground squirrel burrows were observed on the ruderal/disturbed habitat between Graf Road and the San Juan Road bridge on the project site in October 2011.
- Tricolored Blackbird (*Agelaius tricolor*) – No Federal status, State Species of Concern: Although the bird was not observed, the vegetation area planted by the service club on the south side of San Juan Road parallel to the percolation pond was determined to be **suitable habitat for the Tricolored Blackbird**.
- Western Burrowing Owl (*Athene cunicularia*) – No Federal status, State Species of Concern: The CNDDDB listed one recorded occurrence of the Burrowing Owl 2.7 miles southwest of the project site in 2006 in ungrazed grassland and ruderal patches. The ground squirrel burrows in ruderal/disturbed habitat was **determined to provide suitable nesting and wintering habitat for burrowing owls**.
- Pallid Bat (*Antrozous pallidus*) – No Federal status, State Species of Concern: The AES study concludes that the San Juan Road bridge could provide potential roosting habitat for the species and that there is potential for the bat to roost in the project area.
- Western Mastiff Bat (*Eumops perotis californicus*): No Federal Status, State Species of Special Concern: Potential roosting habitat at the San Juan Road bridge and in the project vicinity.

IV a. d There would be no impact to habitat on the majority of the road corridor between Graf Road and Westside Boulevard because the right-of-way is paved. The existing landscape screen parallel to the percolation ponds is proposed to remain. However, there is potential for impacts to federally listed threatened or endangered species within or adjacent to the construction area for the streetscape improvements to add landscaping between the Bridge and Graf Road. Proposed improvements to these two areas consist of future undergrounding of power lines, addition of a curb, construction of a landscaped median, removal of five existing pepper trees and replacing ruderal vegetation with native trees and shrubs including California Buckeye, Blue Oak, Coast Live Oak, Western Redbud, California Lilac, Mallow, Toyon, Ceonothus, and California Flannel Bush. A connection to the river trail in this area is planned from the existing sidewalk on the north side of Bridge Road.

Western Pond Turtle: Grading and construction activities and associated noise particularly near the industrial percolation ponds could result in the direct disturbance of western pond turtle and associated upland habitat. The mitigation measures in this initial study would reduce the potential for the impacts to the western pond turtle to a **less than significant impact** after mitigation.

Red legged frog: The vicinity of the project site provides potential upland and breeding habitat for the California red legged frog. Grading and construction activities west of Graf Road could result in significant impacts if the RLF passes through the project site or seeks shelter during construction activities. The mitigation measures identified below would reduce the potential significant impact to a **less than significant level** with requirements for a pre-construction survey, crew sensitivity training and a construction monitoring.

San Joaquin Whipsnake: The ground squirrel burrows in the proposed landscape improvement areas habitats could provide potential habitat for refuge and oviposition for the San Joaquin Whipsnake. Grading and construction activities could result in the direct disturbance of burrows and the direct loss of the species. The mitigation measures in this initial study would reduce the potential impacts to a **less than significant level** by avoidance of active dens, onsite training and construction monitoring.

Pallid and Western Mastiff Bats: Grading and construction activities and associated noise particularly near the San Juan Road Bridge could result in the potential impacts to the Pallid and Western Mastiff bats. Mitigations requiring location of the equipment/construction staging area over 100 feet from the bridge and construction monitoring will reduce the potential impact to a **less than significant impact** after mitigation.

Western Burrowing Owl: The burrows on the project site provide potential habitat for the Western Burrowing Owl which could be disturbed from regrading to

prepare the areas for landscape and pedestrian path improvements. The activities could result in the abandonment or loss of active nests through burrow destruction. The mitigation measures identified below would reduce the potentially significant impact to a **less than significant** level by avoidance of active burrow nests, exclusion of burrowing owls from burrows that could be destroyed prior to construction and passive relocation of nesting birds and purchase of additional habitat if occupied burrows are discovered on the project site.

Pepper Tree Removal - Tricolored BlackbirdRaptors: The removal of the pepper trees could result in the potentially significant loss of nesting habitat for raptors, perching birds or the tricolored black bird. The mitigation measure identified below would reduce the potentially significant impact to a **less than significant** level by requiring a pre-construction survey and deferral of tree removal until a biologist confirms young have fledged.

VI. b. c. e. f. The project site is not located within a wetland or water of the United States as defined by Section 404 of the Clean Water Act or within the area of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. Streetscape improvements within the right-of-way of an existing roadway would not interfere with the movement of any native resident or migratory fish or wildlife species or interfere with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

Mitigations:

B-1 Western Pond Turtle:

- a. A qualified biologist will conduct a pre-construction survey for western pond turtle less than 14 days prior to initiation of construction activities west of Graf Road. Any western pond turtle observed will be moved by a qualified biologist to a suitable location outside of the construction area.
- b. A "Species Sensitivity Training" program will be established for western pond turtle. This program will be designed to educate construction personnel about the mitigation measures required for the execution of the project. All construction personnel will attend the sensitivity training that will provide instruction on western pond turtle identification, status and detailed protocol of the actions that should be taken in the event that western pond turtle is encountered onsite during construction activities.
- c. On the south side of San Juan Road (West Fourth Street) within 100 feet of the City of Hollister percolation pond and the San Benito River, exclusionary fencing shall be established to prevent western pond turtle from entering construction areas. The fencing shall be marked by high visibility signs indicating that human activity is prohibited within the area.

B-2 Burrowing owl:

- a. A qualified biologist shall construct a pre-construction survey less than 30 days prior to construction within the project site west of Graf Road in accordance with the California Department of Fish and Game burrowing owl survey protocol (CDFG, 1995). If no burrowing owls or signs of their presence are detected in the vicinity of the project site during the pre-construction survey, a letter report documenting survey methods and findings shall be submitted to the City of Hollister Redevelopment Agency and CDFG, and no further mitigation is required.
- b. If unoccupied burrows are detected during the non-breeding season, (September through January 31), the contractor may collapse the unoccupied burrows, or otherwise obstruct their entrances to prevent owls from entering and nesting in the burrows.
- c. If occupied burrowing owl burrows are detected, impacts on burrows shall be avoided by providing a buffer of 160 feet during the non-breeding seasons September 1 through January 31) or 250 feet during the breeding season (February 1, through August 31). The size of the buffer area may be adjusted if a qualified biologist or the CDFG determine the burrowing owl would not likely be affected by the Proposed Project. Project activities shall not commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained per pair until the breeding season is finished.
- d. If impacts to occupied burrows are unavoidable, onsite passive relocation techniques approved by the CDFG shall be used to encourage burrowing owls to move to alternative burrows outside of the project site. No occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow the guidelines provide in the California Burrowing Owl Survey Protocol and Mitigation Guidelines (Burrowing Owl Consortium, 1995). The mitigation for foraging habitat for relocated pairs ranges from 7.5 to 19.5 acres per pair.

B-3 California Red legged frog:

- a. A qualified biologist shall conduct a pre-construction survey within 14 days prior to initiation of construction activities for landscaping the right-of-way between Graf Road and the San Juan Road Bridge. The USFWS will be notified should CRLF be observed within the project site.
- b. A "Species Sensitivity Training" program will be established for CRLF prior to commencement of construction activities. This program will be designed to educate construction personnel about the mitigation measures required for the execution of the project. All construction

personnel will attend the sensitivity training that will provide instruction on CRLF identification, status and detailed protocol of the actions that should be taken in the event that a CRLF is encountered onsite during construction activities.

- c. The staging equipment/areas shall be located east of Graf Road.
- d. A qualified biologist shall be present during grading activities for the two areas proposed for re-vegetation between Graf Road and the San Juan Road Bridge.
- e. On the south side of San Juan Road (West Fourth Street) within 100 feet of the City of Hollister percolation pond and the San Benito River, exclusionary fencing shall be established to prevent western pond turtle from entering construction areas. The fencing shall be marked by high visibility signs indicating that human activity is prohibited within the area.

B-4 San Joaquin whipsnake:

- a. If construction activities for the landscape re-vegetation in the right-of-way between Graf Road and the San Juan Road Bridge are to occur between March to October, then a qualified biologist shall conduct pre-construction San Joaquin whipsnake surveys for active dens (within mammal burrows) before any construction activities occur in or adjacent to suitable den habitat. The surveys shall be conducted within 14 days prior to initiation of construction activities. Should San Joaquin whipsnake be observed within the project site, the biologist shall note the location on a map and resurvey the site prior to commencement of construction activities to ensure the snake vacated the area. Should the San Joaquin whipsnake still be present, a fifty (50) foot buffer around the location shall be established and construction activities shall be prohibited within the buffer zone until the snake has vacated the project site.
- b. Prior to removal of stockpiles within the proposed project site, a "Species Sensitivity Training" program will be established for the San Joaquin whipsnake. This program will be designed to educate construction personnel about the mitigation measures required for the execution of the project. All construction personnel will attend the sensitivity training that will provide instruction on whipsnake identification, status and detailed protocol of the actions that should be taken in the event that a whipsnake is encountered onsite during construction.

B-5 Western mastiff or pallid bat:

- a. No more than 14 days prior to construction activities within 100 feet of the San Juan Road Bridge, a qualified wildlife biologist shall conduct pre-construction surveys for special-status western mastiff bat and pallid bat. If no active roosts or evidence of western mastiff or pallid bat presence are detected during these surveys, no additional mitigation is required.
- b. Mitigation Measures B-3.c. requires the staging/equipment area to be located east of Graf Road at a distance of a least x feet from the bridge

which will avoid impacts to active roosts if the western mastiff or pallid bat species are detected beneath the bridge during the pre-construction survey. Should western mastiff or pallid bat species or their active roosts be detected beneath the bridge during the pre-construction survey, the staging area should be Construction activities shall be completed in a short timeframe within 100 feet of the bridge. A qualified biologist shall be present while construction activities are occurring.

B-6 Perching birds, Raptors:

- a. Removal of the pepper trees on the south side of San Juan Road north of Bridge Road should be scheduled to occur between August 1 to February 1 which is outside the bird-breeding season. If this is not avoidable, then a biologist shall be hired to conduct a pre-construction survey no more than thirty (30) days before tree removal to survey the trees for nesting birds including common nesting raptors (e.g. re-tailed hawk) and migratory birds. If nesting birds protected by state or federal laws are observed within three hundred feet of the project area, the biologist shall recommend an appropriate buffer area around where no construction will take place until the biologist determines the birds have fledged.

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Setting: Literature and archaeological reconnaissance investigations were prepared for the trail head planned at the northwest boundary of the proposed streetscape improvements and for a proposed apartment project near the intersection of Miller and San Juan Road (West Fourth Street) which are hereby incorporated by reference into this initial study. [10][11] The studies concluded that there is no evidence of known historic resource or recorded archeological

resource in the project area. The Northwest Information also conducted a records search for historical and archaeological cultural resources for the proposed project [12]. The records search concluded that there is a moderate potential for archeological resources in the project area but a low possibility of identifying archeological resources from a site field investigation because the area is substantially paved. Unpaved areas were previously compacted and filled to construct the north sloped bank and south road shoulder west of Graf Road which has obscured the visibility of the original surface soils. The San Juan Road Bridge was identified as a historic structure. There are also historic structures within the project vicinity but not within the project site.

V.a. No Impact. The San Juan Road Bridge is a historic structure but the bridge is not included as part of the proposed streetscape improvements. There are historic structures in the project vicinity but none of the buildings are located within the right-of-way of San Juan Road (West Fourth Street) or the proposed right-of-way expansion areas. The project would not cause a substantial adverse change to a significant historic resource. There is not a historic point of interest on the corridor of the project area.

V.b.c.d. The project could have a potentially significant impact if the construction activities associated with the streetscape improvements caused a significant change to an archeological resource, or directly or indirectly destroyed a unique paleontological resource or unique geologic feature. The records search concluded that there is a moderate potential for archaeological resources to be uncovered by removal of paving and regrading associated with the proposed project. Any unanticipated and accidental archaeological discoveries during development of the project site have the potential to affect archaeological resources. This would be considered a potentially significant impact. Implementation of the following mitigation measures would **reduce this potential impact to a less than significant level**:

The road corridor where the streetscape improvements are proposed is relatively flat with the exception of the sloped banks near Bridge Road, the industrial percolation pond and the outdoor industrial land uses. The project site does not contain any unique geological features.

Mitigation Measure:

V -1 As a condition of project approval, the following notes shall be placed on the improvement plans for construction activities: "During construction activities, if any human remains, paleontological resources (i.e., fossils) or prehistoric or historic artifacts, or other indications of archaeological resources are found, all work in the immediate vicinity must stop and the City of Hollister Engineering Department shall be immediately notified. The following procedures shall be followed depending on the type of cultural resource and any identified cultural

resource shall be recorded on the DPR 523 historic resource recordation forms (http://ohp.parks.ca.gov/default.asp?page_id=1069).

a) Human Remains: the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, and the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e) shall be followed.

b) Paleontological Resources: A qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the applicant shall consider the mitigation recommendations of the qualified paleontologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and the applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation or other appropriate measures.

c) Archeological Resources: An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered cultural resources. The City and the applicant shall consider the mitigation recommendations of the qualified archaeologist. The City and the applicant shall consult and agree upon implementation of a measure or measures that the City and deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery or other appropriate measures.

VI. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of				X
ii) Strong seismic ground shaking?			X	

VI. GEOLOGY AND SOILS – Would the project: continued	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion of the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X

Setting: The proposed project is located outside of fault, landslide and high liquefaction hazard areas [5][6].

VI a – e. The streetscape improvements would be within the public right-of-way and banked slopes near Bridge Road and the road shoulder near Hollister industrial percolation ponds. Lumos & Associates prepared a Geotechnical report for the West Fourth Street Streetscape project that will be used for the design of road improvements. [13]

The proposed project is located in an area with expansive soils and within an area that will be subject to strong ground shaking from a major earthquake along the San Andreas or Calaveras fault. The addition of a Class 2 bike lane, benches, street lights, street trees, a traffic circle and on street parking is not anticipated to expose people or property to a major geologic hazard that cannot be avoided with the use of standard engineering design and seismic safety techniques. The project does not involve the construction of structures for human occupancy or a land use that would generate the demand for wastewater disposal.

Mitigation Measures: None required.

VII.GREENHOUSE GAS EMISSIONS– Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

VII a. b. Regulation of air quality is achieved through both federal and state ambient air quality standards and emissions for residential sources of air pollutants. The United States Environmental Protection Agency has established air quality standards for common pollutants. Currently USEPA regulations for greenhouse gas emissions do not exist. The state has recently adopted legislation to attempt to control GHG by curbing sprawl and establishing targets for GHG emissions, and the California Air Resources Board has recommended rules and regulations to cap and reduce GHG emissions. Regional and local jurisdictions have been advocating and implementing steps for reducing GHG emissions. The Monterey Bay Unified Air Pollution Control District has not adopted numeric thresholds for greenhouse gas emission to date.

It is anticipated that the proposed streetscape improvements such as the addition of a Class 2 bike lane, on-street parking, elimination of sidewalk gaps, addition of street trees and intersection bulb-out will enhance pedestrian and bicycle travel in the area and contribute to a reduction in greenhouse gasses and incrementally contribute to a reduction in global warming from energy use associated with vehicular miles travelled.

Construction: There will be short-term greenhouse gas emissions from construction of the improvements. Greenhouse gas emissions from construction would be phased over time because it is not anticipated that there will be sufficient funds to complete all of the improvements in one phase.

Vehicle Miles: Nearly 60% of the lineal feet of land uses along the project corridor are vacant/underdeveloped properties. The proposed project could induce development of infill commercial and multi-family zoned for a density of 20 residential units per acre near existing commercial and medical facilities thereby contributing to a reduction in vehicle miles travelled and urban sprawl. The proposed streetscape improvement will also reduce vehicle miles travelled by expanding bicycle and pedestrian facilities on a transit corridor in the City of Hollister. The streetscape improvements will be located in a priority growth area

and is consistent with recommended strategies to reduce vehicle miles travelled in the Association of Monterey Bay Area Governments Envisioning the Monterey Bay Area – A Blue Print for Sustainable Growth and Smart Infrastructure. [11]

Energy Use. Conflict with Executive Order S-3-05: Governor Arnold Schwarzenegger issued Executive Order S-3-05 on June 1, 2005. In recognition of the state's vulnerability to the impacts of climate change, the order mandates that overall state GHG emissions meet the following targets: By 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. As stated in the previous paragraph, the project would contribute to a reduction in GHG emissions by reducing vehicle miles travelled. The project would also contribute to GHG emissions by introducing street trees and landscaping where street trees are lacking on over 80% of the corridor. The project's additional contribution to the total CO₂ emissions of the City and region is negligible. The project would foster infill development and it may reasonably be argued that the project will not substantially conflict with or obstruct implementation of the goals or strategies of Executive Order S-3-05.

Inconsistency with the California Air Resources Board's (CARB) 44 Early Action Measures for AB 32 Compliance In accordance with Part 4 of Assembly Bill 32 (California Global Warming Solutions Act), the CARB has made public a number of early action measures that can be implemented prior to adopting formal limitations on GHG emissions in 2012. Due to the size of the project and planned streetscape improvements, the project is not expected to be subject to CARB's (California Air Resources Board) mandatory reporting requirements (generally required for projects producing more than 25,000 annual metric tons of CO₂). The streetscape improvements will add a bike lane, fill sidewalk gaps, and pedestrian improvements to a corridor zoned for mixed use with potential for infill development. The project is anticipated contribute to a reduction rather than an increase in overall vehicle trips and the 25,000 annual metric ton thresholds for reporting requirements would not be met. The project is therefore not subject to the CARB's mandatory reporting requirements.

Be inconsistent with the recommended global warming mitigation measures from the Attorney General, CAPCOA, Office of Planning and Research, or other appropriate sources. In September 2008, the California Attorney General issued a paper for use by local agencies in carrying out their duties under CEQA as they relate to global warming and climate change. Included were examples of various measures that may reduce GHG emissions of individual projects. These measures address incorporation of energy efficient and renewable energy features; water conservation and efficiency features; waste reduction; and reduction of vehicle emissions. The objective of CARB Measure 11: Energy Efficiency: Cool communities are to reduce the need for heating, cooling and energy use through the siting and design of buildings and site features. The objective of CARB Measure 1: Transportation: Diesel-Off-road equipment (non-

agricultural) is to reduce emissions of construction equipment through all feasible measures. CARB Measure 11 is related to building orientation and design. The proposed streetscape improvements will not directly impact building orientation or design but the street trees could reduce cooling requirements depending on the orientation and design of future infill development. CARB Measure 1 is directly related to construction and development activities.

Conflict with Executive Order S-3-05: Executive Order S-3-05 was issued by Governor Arnold Schwarzenegger on June 1, 2005. In recognition of the state's vulnerability to the impacts of climate change, the order mandates that overall state GHG emissions meet the following targets: By 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The project will improve pedestrian, bicycle and transit facilities on the corridor which will help reduce GHG emissions. Therefore the project will not substantially conflict with or obstruct implementation of the goals or strategies of Executive Order S-3-05.

Inconsistency with the California Air Resources Board's (CARB) 44 Early Action Measures for AB 32 Compliance: In accordance with Part 4 of Assembly Bill 32 (California Global Warming Solutions Act), the CARB has made public a number of early action measures that can be implemented prior to adopting formal limitations on GHG emissions in 2012. Most of these measures are not directly related to construction and development activities, however, two of the measures are applicable to the project, and can be addressed by appropriate mitigation measures. These measures include:

The project would contribute to a potentially significant impact if it either directly or indirectly resulted in a significant increase in greenhouse gas emission or conflicted with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Based on the discussion above, the project's cumulative impact on global climate change is considered less than significant because of the nature of the project – streetscape improvements. The project is consistent with goals, policies and implementation strategies in the City of Hollister General Plan to improve multi-modal transportation and to develop a coordinated network of transportation improvements in the West Gateway Special Planning Area. The streetscape improvements could contribute to a reduction in vehicle miles due to the addition of a Class 2 bike lane on San Juan Road (West Fourth Street) and improvements to encourage pedestrian use on the corridor such as elimination in gaps to sidewalk improvements, bulb-outs to reduce the length of intersection crossings, the addition of benches at intersections, seasonal shade from the addition of street trees and the additional of street lights and transit improvements. The proposed project will not alter the types or density of land uses on the corridor. The streetscape improvements could also contribute to an indirect reduction in greenhouse gas emissions by inducing infill mixed use development.

Implementation of the proposed project would not result in a significant contribution to statewide emission inventory or interfere with statewide goals and objectives for reducing greenhouse gas emissions. Therefore, project impacts would be considered less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X

West Fourth Street Streetscape Improvements

h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X
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Setting:

The project site is located within the City of Hollister Fire Department Service Area. There is not a wildland fire danger area within the project site.

There is not a private landing strip or heli-pad within a mile of the streetscape improvements.

The project site is located about two miles south of the Hollister Municipal Airport. The north side of San Juan Road (West Fourth Street) is the southern terminus of the Overflight zone in the 2002 Airport Land Comprehensive Land Use Plan for the Hollister Municipal Airport. [15] The central and eastern portion of the corridor is located within in 'Review Area 2' on the public release draft of the Hollister Municipal Airport Land Use Compatibility Plan (June 24, 2011).[16] This is an area where overflight and air space are identified on the draft plan as a compatibility concern but not a noise or safety concern. The type of structures that would be installed with the beautification project such as street lights, benches and transit shelter would not pose a hazard to aircraft in the overflight zone nor is there a significant safety hazard to persons using the streetscape improvements in the roadway corridor. The impact of the project would be **insignificant**.

VIII. a-h: The proposed project does not involve the use, creation or transportation of hazardous materials. San Juan Road is not designated as an evacuation route nor located within or near a wildland fire danger area. There would be **no impact** from the project.

Mitigations: None required.

IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a				X

result of the failure of a levee or dam?				
j) Inundation by seiche, tsunami, or mudflow?				X

Setting: There are three existing storm drain lines that underlay the right-of-way of San Juan Road (West Fourth Street). An 84 inch line is located on the north side of the road that extends from west of Miller Road to the west to connect to Bridge Road. Another 84-inch line is located on the south side of the road that extends just west of Live Oak Drive to the east of Westside Boulevard where it terminates at Line Street. There is also an 18 inch line on the south side of the road that begins on the west near the City of Hollister percolation pond and extends to the east to Line Street. These lines are designed to collect storm water runoff from San Juan Road (West Fourth Street) as well as east-west streets (Miller Road, Rajkovich Way, Felice Drive, Graf Road and Westside Boulevard).

The goal and policies listed below from the City of Hollister Community Services Element require development to assure that construction activities minimize erosion and sediment and development to integrate measures to pretreat storm water runoff and maximize recharge of storm water. Chapter 15.24 Grading and Best Management Practices Control of the Hollister Municipal Code also requires incorporation of low impact development principals into development.

Goal CSF3 Provide adequate drainage facilities, limit erosion and maintain clean water.

CSF3.2 Erosion and Sediment Control: Require project developers to implement suitable erosion control measures.

CSF3.5 Infiltration Areas: Require new development to identify sites which may be used for vegetated swales or strips, infiltration, media infiltration water-oil separators, wet ponds, constructed wetlands, extended detention basins and multiple systems which may enhance water quality and groundwater recharge.

IX a. b. c. d. The streetscape improvement could result in a potentially significant impact if there was a substantial alteration to drainage patterns or the course of a water body that could result in substantial erosion or flooding on or off site or pollution from storm water runoff or deterioration of water quality.

The streetscape improvements will be within the existing right-of-way of the road and will not alter a drainage course or existing water body. Storm water runoff will continue to be directed to the existing storm drains on San Juan Road. However, the project could contribute to an incremental reduction in the volume and velocity of storm water runoff from the removal of paved surfaces proposed

to construct the landscaped median, roundabout decorative landscaping, tree wells and removal of pavement in order to landscape the south side of the road between Graf Road and the San Juan Road Bridge. Curb inlets are also proposed to be placed at tree wells that will re-direct some initial surface water runoff away from storm drains.

It is likely that the improvements will be piecemeal due to limited funding. The Hollister Municipal Code requires the development to comply with Best Management Practices (BMPs) for construction specified in section 15.24.040 of the Hollister Municipal Code. The BMPs include measures guiding the management and operation of construction sites to control and minimize the potential contribution of pollutants to storm runoff construction areas. Adherence to the BMPs will avoid potential short-term impacts to storm water quality from the project during each construction phase. The impact of the project would be **insignificant**.

IX g. h. i. f. The Environmental Setting and Project Description of this initial study explain that the project site is located near but outside of the 100 year floodplain of the San Benito River. The streetscape improvements would not impede or redirect floodwaters or expose persons or structures to significant risk from flooding or from failure of a levee or dam within a one-hundred year flood zone. There would be **no impact** from the proposed project.

Mitigations:

X. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Setting: The project site is part of the City of Hollister General Plan West Gateway Special Planning Area. San Juan Road (West Fourth Street) serves as the primary transportation corridor in the General Plan West Gateway Special Planning Area. The General Plan envisions transforming this former highway corridor with underutilized parcels and nonconforming uses as an attractive gateway entry with high density housing and commercial services. Table 3 summarizes applicable goals, policies and programs related to a planned mixed use corridor and implementation programs. The development of streetscape improvement guidelines is identified as one of the methods to implement goals and policies to establish a cohesive attractive west entrance to Hollister as well as a coordinated and safe system of pedestrian facilities.

Table 3
City of Hollister General Plan Goals and Policies for West Gateway

General Plan Goal or Policy	General Plan Implementation Program
Goal LU 2 – Ensure that Hollister has attractive, safe and functional streets, parking areas and pedestrian walkways.	
Goal LU4 - Ensure that Hollister has attractive, safe and functional streets parking areas and pedestrian walkways.	
West Gateway Special Planning Area - Limit entries and exit points to main roads - Develop a common Landscaping treatment for the area	➤Plan to consolidate access ➤Landscape Plan for West Gateway
LU 16. Improve the West Gateway city entrance with landmark entry features and signs and gateways at the ..West gateways...	➤Streetscape improvement guidelines
LU 1.7 Develop special planning areas and design guidelines for the .. West Gateway.	➤Streetscape plan
LU 1.9 Use cohesive design element in street trees, lighting and street furniture to strengthen character of special planning areas and residential neighborhoods.	➤Streetscape plan
LU3.2 Street Trees – Promote street tree planting and other community design features to maintain visual quality and small town atmosphere.	➤Streetscape plan
LU 4.1 Pedestrian and Bicycle - Ensure that business areas have adequate pedestrian and bicycle facilities and universal accessibility and that easy connections to transit are available whenever possible. Secure funding to implement the Hollister Bicycle Master Plan.	Street Improvement guidelines Capital Improvement Programs

West Fourth Street Streetscape Improvements

LU 4.2 Alternatives to Automobiles (walking, biking, transit) – To the extent possible, encourage alternatives to the use of private automobiles. Encourage a range of transportation options, including driving, walking, biking and transit without allowing any one to preclude the other.	Stripe bike path
LU 4.4 Streets, Paths and Bikeways Ensure that streets, paths and bikeways contribute to the system of a fully connected transportation network.	Streetscape improvement guidelines
LU 4.5 Lighting and Furniture – Require compatible pedestrian and bicycle pathways and automobile route with design elements that use buildings, trees, lighting and street furniture to define spaces for travelers.	Streetscape improvement guidelines
LU4.6 Signs for Pedestrians and Motorists	
LU 4.8 Pedestrian Environment – Design safe, accessible, convenient, comfortable and functional pedestrian crossings, intersections, sidewalks, street plantings, street furniture and traffic signals.	Streetscape improvement guidelines
LU 8.1 Blighted Areas – target for revitalization	Redevelopment Agency
LU 9.3 San Benito River trail access	Capital improvements programs
LU 10.3 Diversity of Economic Development - availability of resident serving goods and services	
LU 10.4 Attractive Street Frontages that are accessible and pedestrian-friendly	
C2.1 Bicycle Facilities consistent with the adopted Bicycle Master Plan	Class II bike path

The City of Hollister residential growth management allocation program has awarded allocations for three projects within the past few years on the corridor for higher density residential development with a combination of row houses, condominiums, apartments and a mixed use listed in Table 4.

Table 4
Proposed Projects on San Juan Road (West Fourth Street)

Name of Project	Location	Size/ Type of project	Status
Thorning	South of road about 250 feet west of Westside Boulevard	10 Row Houses 60 Mixed Use apartments	Growth management allocation – no application to date
Pacific West Low Income Apartments	South of Graf Road	56 affordable apartments	Growth management allocation – no application to date
Saroyan/Howard Condominiums	North side of road east of Graf Road	91 condominiums	Growth management allocation – no application to date

Source: City of Hollister Development Services Department, Planning Division

X a. b. The proposed project involves minor work in the public right-of-way and does not directly impact the land uses along San Juan Road (West Fourth Street). The improvements are intended to complement and enhance the existing mixed use corridor and implement General Plan Policies listed in Table 3. The proposed construction of bulb-outs and landscaped median and installation of street trees and furniture could improve pedestrian connections between the north and south side of the road. The project would result in an indirect impact by stimulating infill development on the corridor and removal of blight. The project would not physically divide the community, conflict with the General Plan or other regional plans or result in a significant adverse change to the planned land use in the area. There would be **no impact** from the proposed project.

X c. There is not an adopted habitat conservation plan or community conservation plan in the project area or the City of Hollister. There would be **no impact** from the proposed project.

Mitigations: None required.

XI. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a-b) No Impact. The project description explains that the proposed streetscape improvements would be located within an existing road corridor with a small area where it will be necessary to acquire from 2 to five feet of right-of-way. The expansion area and the existing road is not identified as land with a significant local or state mineral resources in the City of Hollister General Plan. [1]

Mitigation Measure: None required.

XII. NOISE – Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				<u>X</u>

Setting: Some land uses such as residences, schools and hospitals are considered to be noise sensitive land uses. Most of the existing residences on the corridor of the project site are located at a distance of at least 200 feet from the roadway. There are three exceptions. The single family residences on the north side of Bridge Road, the mobile home park near Live Oak Drive/Miller Road and a cluster of rentals at the south side of the intersection with Graf Road and San Juan Road (West Fourth Street). There are no hospitals or schools within 700 feet of the project site. Traffic from San Juan Road (West Fourth Street) is the dominant source of noise in the project area.

City of Hollister General Plan: The City of Hollister General Plan Health and Safety Element Policy HS3.3 require construction activities to be regulated to reduce noise between the hours of 7:00 p.m. to 7:00 a.m. Health and Safety Element Policy HS3.4 is to reduce vehicle noise levels especially as they impact residential areas.

HS3.3	Construction Noise Regulate construction activity to reduce noise between 7:00 pm and 7:00 am.
HS3.4	Vehicle Noise Strive to reduce traffic noise levels, especially as they impact residential areas, and continue enforcement of vehicle noise standards through noise readings and enforcement actions. In particular, strive to minimize truck traffic in residential areas and ensure enforcement of Vehicle Code provisions which prohibit alteration of vehicular exhaust systems in a way that increases noise emissions

XII a. b. Short-term noise generation is expected during construction of streetscape improvements from operation of vehicles and equipment to stripe bike lanes and on-street parking spaces, rip and remove pavement, grading, pour concrete, excavate utility trenches and install pavers, street furniture, street lights and similar improvements and paving. The construction equipment which includes earthmoving equipment, pumps, saws, jack hammers and other similar equipment can generate noise levels ranging between 70 and 95 dBA (A) at 50 feet from the noise source. [20] Exposure of persons to prolonged periods of excessive noise would be considered a significant impact. The construction noise impacts would be insignificant on the majority of the corridor where the street abuts commercial, industrial and vacant parcels. The short-term noise construction impacts to the residences fronting Bridge Road and at the south side of the intersection of Graf Road and San Juan Road would be **reduced to an insignificant level** with the incorporation of Mitigation Measure N-1.

XII c. The streetscape improvements will narrow the perceived width for motorists on San Juan Road (West Fourth Street) because the paved shoulder will be replaced with on-street parking, bulb-outs at intersections, a bike lane, landscaped median and street trees. These improvements could contribute to an incremental reduction in the speed and volume of traffic and reduction in traffic noise which would be consistent with Health and Safety Element Policy HS 3.4. The impact would be **insignificant**.

XII d. e. The project site is outside of the noise contour zone of the Hollister Municipal Airport on the adopted and draft Comprehensive Land Use Plan. There would be **no impact** from the proposed project. [15][16]

Mitigation:

N-1 Construction activities that require use of earthmoving equipment, jack hammers and other similar equipment shall be limited to the hours of 7:00 a.m. to 7:00 p.m.

XIII. POPULATION AND HOUSING - - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

XIII a. b. c. The proposed streetscape improvements would not result in a direct increase in population growth from the construction of housing or the displacement of housing because the improvements would be substantially located within the existing right-of-way of San Juan Road (West Fourth Street). The project could indirectly induce development of vacant and underdeveloped properties on a street corridor that is planned for mixed use development. The indirect impact would be consistent with the Goals and Policies in the City of Hollister General Plan Land Use Plan for the West Gateway Special Planning Area and the impact would be insignificant. There would be **no impact** from the proposed project.

Mitigations: None Required.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other Public Facilities?				
b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
c.) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X

XIV. a.: The streetscape improvements would not result in a direct increase in commercial or residential development that would generate a need for additional public services. The impact would be **insignificant**. The addition of street lights could result in a beneficial impact on police services.

XIV b.c. Please refer to the discussion of XV Recreation in this Initial Study.

Mitigations: None Required

XV. RECREATION-- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X

Setting: The closest existing park facilities in the project area include the Tony Aguirre Memorial Park located about 960 feet to the north on Bridgevale Road, Calaveras School/City Park located about 730 feet to the north on Central Avenue and the new Brigantino Park located about 850 feet to the east on San Juan Road (West Fourth Street).

San Juan Road (West Fourth Street) is planned to include a Class II bike lane on the San Benito County Bikeway and Pedestrian Master Plan [14]. The master plan also contains a Class I multi-use path that is identified on the City of Hollister Recreation Master Plan and the San Benito County Parks Master Plan as part of a future river trail. The City of Hollister has planned to construct a staging area on city-owned land located west of the intersection of Bridge Road and Bridgevale Drive which is shown on Figure 3.

XV a.b. The streetscape plan includes plans to stripe a planned Class II bike path on San Juan Road (West Fourth Street) and to eliminate sidewalk gaps. The improvements would include a connection to a planned river trail between Graf Road and the San Benito River Bridge in the landscape area on the south side of the road. The streetscape improvements would not have a direct impact on existing park facilities in the project area. The improvements would incrementally contribute to the implementation of plans for a coordinated system of bike routes and trails. The impact would be **insignificant**.

Mitigations: None Required

XVI. TRANSPORTATION/TRAFFIC - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with any applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

Setting:

The majority of the segment of San Juan Road within the project site is a two-lane 84-foot right-of-way with a dual left-turn lane between channelized intersections. The exception is the road section between Graf Road and the San Juan Road Bridge. This section has a left-turn lane at the east bound approach to the intersection with Graf Road. Currently the San Juan road intersections with Graf Road, Miller Road, Rajkovich Drive and Westside Boulevard are signalized.

San Juan Road is classified as a Major Thoroughfare in the City of Hollister General Plan Circulation Element. The General Plan states that a median with channelized intersections is a common feature of this road type and that access is generally limited to major and minor collector streets and major commercial driveways. Direct access to adjacent properties is primarily right-turn in and right-turn out.

In 2006, average traffic daily volumes on San Juan Road (West Fourth Street) between Miller Road and Graf Road were 11,829 vehicle trips per day and higher to the east between Miller Road and Westside Boulevard with 15,762 vehicle trips per day. [18]

A qualitative description of the range of operating conditions of roadways and intersections is described as the 'Level of Service' (LOS). A LOS of A represents free flow with little or no delay. By contrast, a LOS of F is characterized by excessive delays. The City of Hollister General Plan Circulation Element Policy 4.2 states that the designated arterial system is planned to operate at a Level of Service of C or better by the General Plan horizon year of 2023. Tables 4.2 and 4.5 in the City of Hollister General Plan Circulation Element list the existing and expected 2023 Level of Service as C at the signalized intersections of San Juan Road (West Fourth Street) with Miller Road and Westside Boulevard. [1, Chapter 4] The intersection of San Juan Road (West Fourth Street) and Graf Road was listed at an existing A level of service which is expected to remain the same at General Plan buildout in 2023.

There is a transit stop on San Juan Road (West Fourth Street) just east of Live Oak Drive near an existing mobile home park for eastbound traffic. The stop for westbound traffic is located in front of a small commercial center near Miller Road. San Juan Road is planned to be improved as a Class II bike lane in the San Benito County Bikeway and Pedestrian Master Plan.

XVI a. b. c. f. The proposed streetscape beautification project would implement policy and programs in the City of Hollister General Plan, the 2010 San Benito County Transportation Plan and the 2009 San Benito County Bikeway and Pedestrian Master Plan by developing a coordinated streetscape plan, consolidating access on a Major Thoroughfare, striping a planned Class II bike lane, eliminating sidewalk gaps, and installing pedestrian friendly improvements (intersection bulbouts, lighting, benches, street trees) and transit improvements.

Section VIII Hazards and Hazardous Materials of this initial study explains that the proposed project is at the outer edge of the Hollister Municipal Airport Overflight zone. The proposed streetscape project would have no impact on flight patterns.

The project would result in a significant impact if the Level of Service of San Juan Road (West Fourth Street) was reduced to D or worse from the proposed project. The proposed streetscape improvements would retain the existing two travel lanes on San Juan Road. The existing wide shoulder would be converted to add a class 2 bike lane and on-street parallel parking to provide additional on-street parking supply. Bulb-outs will be constructed at the intersections of San Juan Road (West Fourth Street) with Miller Road/Live Oak, Rajkovich Drive, Felice Drive and Westside Boulevard and two new mid-block intersections. The bulbouts would reduce the existing crosswalk lengths and would improve pedestrian operations. The dual left-turn lane would be replaced with a landscaped median. The landscape median would limit some future driveways on the corridor to right-turn in and right-turn out only. A traffic engineering report was prepared by Hatch Mott MacDonald to evaluate the traffic impacts of replacing the traffic signal at the intersection of San Juan Road/Graf Road with a traffic circle and the proposed landscape median between channelized intersections which is hereby incorporated by reference into this initial study.[19] The report concluded there would be no change to the level of service from the proposed project and that there would not be a significant increase in delay of five seconds or more at the intersections on the corridor. The pedestrian and bicycle improvements could also contribute to an incremental reduction in vehicle trips on the corridor.

XVI c. The north side of San Juan Road (West Fourth Street) is the southern terminus of the Overflight zone in the 2002 Airport Land Comprehensive Land Use Plan for the Hollister Municipal Airport. [15] The central and eastern portion of the corridor is located within in 'Review Area 2' on the public release draft of the Hollister Municipal Airport Land Use Compatibility Plan (June 24, 2011). [16] This is an area where Overflight and air space are identified on the draft plan as a compatibility concern but not noise or safety. The type of structures that would be installed with the beautification project such as street lights, benches and transit shelter would not pose a hazard in the Overflight zone. The impact of the project would be **insignificant**.

XVI d.e. The proposed streetscape beautification project could result in a potentially significant impact if there was a substantial increase in hazards due to a design feature or incompatible uses. The proposed project could avoid safety hazards. The improvements would replace the existing dual left turn lane with a landscaped median and a coordinated plan for consolidated access to properties. The roundabout has been designed to accommodate emergency vehicles and delivery trucks for commercial uses on the road. The plan includes an extension of Felice Drive to the south, Rajkovich Drive to the north and two new

intersections with the first between Graf and Miller Road and the second between Felice Drive and Westside Boulevard. The coordinated plan for access will be more consistent with the design criteria in the General Plan for a Major Thoroughfare by consolidating access. The conversion of the wide shoulder to a bike lane, off-street parking and bulb-outs will narrow the perceived road width. The changes could discourage speeding and improve pedestrian safety by reducing the existing crosswalk lengths. The impact of the project would be **insignificant**.

Mitigations: None Required

XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X

XVII. UTILITIES AND SERVICE SYSTEMS – continued	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Setting: There are existing water line, storm drain lines and sanitary sewer lines constructed on the corridor to serve existing and future development.

XVII a. b. e.: The proposed project is a streetscape improvement project in the public right-of-way of San Juan Road (West Fourth Street) that is intended to complement and enhance the mixed use zoning district. The improvements will not generate a demand for wastewater treatment.

XVII c. The streetscape improvements will replace some existing paved impermeable surfaces with a landscape median, pavers at intersections and tree wells for street trees. Curb inlets will be incorporated to the tree wells for street trees which will capture storm water runoff that currently flows in gutters to storm drain lines. The proposed improvements will contribute to an incremental reduction in the volume and velocity of storm water runoff from existing conditions and the addition of systems to pre-treat storm water runoff. As a result, the project would not result in an expansion of storm water facility needs. The quality of storm water runoff could be incrementally improved.

XVII d. The improvements will add drought-resistant landscaping to the corridor. A drip system will be used to irrigate landscaping. The project will generate an incremental increase in the demand for water service and the impact on water supply would be negligible.

Mitigations: None Required

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?				X

Findings: The streetscape improvements will be substantially within an existing right-of-way not construction to cumulative impacts

Mitigations: None required.

INITIAL STUDY

SOURCES

1. City of Hollister General Plan, 2005
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8. California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, "San Benito County Important Farmlands 2004", July 2005, Sacramento, California.
9. Monterey Bay Unified Air Pollution Control District, CEQA Air Quality Guidelines, June 2004, Monterey, California
10. AES, San Benito River Greenway Project Initial Study/Mitigated Negative Declaration,, December 2008
11. Archeological Letter Reports prepared by Melinda A. Peak, Peak and Associates (Report #09-137), 2010
12. Letter from Jillian Guldenbrein, Researcher, California Northwest Information Center Office of Historic Preservation Project Review and Compliance Unit, NWIC File No 11-0489, Rohnert Park, California.
13. Association of Monterey Bay Area Governments, Envisioning the Monterey Bay Area – A Blue Print for Sustainable Growth and Smart Infrastructure, October 2010, Marina, California.

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14. Lumos & Associates, Geotechnical Report for West Fourth Street Streetscape Project, Hollister, California JN 7704.000, February 2011, Chico California.
15. Aries Consultants Ltd. Comprehensive Land Use Plan Hollister Municipal Airport, October 2001, Morgan Hill, California.
16. Mead & Hunt, Inc., Review Draft Hollister Municipal Airport Land Use Compatibility Plan, June 24, 2011, Santa Rosa, California.
17. Alta Planning + Design, San Benito County Bikeway and Pedestrian Master Plan, December 2009
18. City of Hollister Engineering Department, 2006 Traffic Counts, Hollister, California
19. Hatch Mott MacDonald, West Fourth Street Streetscape/Infrastructure Improvement, Hollister, California, Initial Operational Analysis, August 2010, Gilroy, California

APPENDIX A - DEMOGRAPHIC INFORMATION FOR PROJECT AREA

	2000 Census Tract 3 Block Groups 1	2000 Census Tract 3 Block Group 3	2000 Census Tract 7 Block Group 3	2000 Tract 3	2010 Tract 3	2010 Census Tract 7	2010 Hollister	2010 County
Percent Hispanic	92%% (1)	84%	56% (2)	86%	90.9% (1)	50.1% (2)	57%	52.5%
Speak language other than English					78.5%	43.8%	41%	
Speak English less than very well					46.2%	27.6%	23.1%	
Foreign born					50.4%	29.9%	25.7%	
Naturalized U.S. citizen					14.8%	6.6%	8.3%	
Not a U.S. citizen					35.5%	23.3%	17.4%	
College Graduate Age 25 or older	1%	7%	5%		5.4% (3)	12.4% (4)	16.5%	17%
Percent Below Poverty Level							12.0%	14%
Median Household Income	\$56,591	\$38,750	\$55,100	\$49,762	\$50,564 (5)	\$57,550 (6)	\$63,794	\$68,567
Household Family 65 years and older					\$51,657 \$26,063	\$65,288 \$16,935	\$31,346	\$74,501 \$39,348
Mean Travel time to work (minutes)					21.2	Not available	27	30.3
Work in County of residence					71.9%	48.8%	57.5%	

(1) Percent of Hispanic population in Census Tract 3 in 2000 was 86%

(2) Percent of Hispanic population in Census Tract 7 in 2000 was 55%

(3) Percent of population 25 years of age or older with College degree or higher in Census Tract 3 in 2000 was 4%

(4) Percent of population 25 years of age or older with College degree or higher in Census Tract 7 in 2000 was 14%

(5) Median Household Income in 1999 Dollars in Census Tract 3 in 2000 was \$49,762

(6) Median Household Income in 1999 Dollars in Census Tract 7 in 2000 was \$53,934